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PARLIAMENT OF TASMANIA

TRANSPORT COMMISSION

REPORT FOR YEAR 1983–84

Presented to both Houses of Parliament pursuant to section 26 (1) of the Transport Act 1981

By Authority:
A. B. CAUDELL, Government Printer, Tasmania

Office of the Commissioner for Transport,
1 Collins Street, Hobart 7000
31 October 1984

The Honourable F. R. Groom, M.H.A.,
Minister for Transport,
Parliament House, Hobart 7000

SIR,

In accordance with Section 26(1) of the Transport Act 1981, I have the privilege to submit for presentation to Parliament a Report of the operations, business, and affairs of the Transport Commission for the year ended 30 June 1984, together with a copy of accounts certified by the Auditor-General.

Yours faithfully,

R. W. J. MORRIS, Commissioner for Transport

TRANSPORT COMMISSION

In 1981 the Parliament of Tasmania passed the Transport Act 1981 which repealed the Transport Act 1938 and abolished 'The Transport Commission' constituted thereunder.

The Transport Act 1981 empowers the Governor to appoint a Commissioner for Transport incorporated as a corporation sole with the corporate name 'Transport Commission'.

Powers of the Commission —

- to regulate and control transport by road, water, or air within the State other than any bus service operated by the Metropolitan Transport Trust;
- to enter into contracts for the carrying on, and maintenance, of transport services in this State;
- to carry on as a commercial undertaking the manufacture, maintenance, repair, and sale of light engineering products;
- to grant exemptions from payments or obligations (including payment of taxes levied in respect of motor vehicles) relating to transport as may be prescribed, and to make refunds and adjustments as may be necessary for that purpose;
- to take such steps as may be necessary for effecting the co-ordination of transport services, and the improvement of facilities for transport in this State;
- to operate and conduct shipping services between places within this State and between this State and any other part of the Commonwealth; and
- in an emergency, to enter into a contract for the carrying on and maintenance, in a particular case and for the purpose of meeting a particular emergency, of any transport service between any place in this State and any other place.

Functions of the Commission —

- to devise, initiate, and carry out measures for the co-ordination, improvement and economic operation, of the means of, and facilities for, transport in this State, other than transport by rail and transport services operated by the Metropolitan Transport Trust;
- to ensure so far as is practicable the provision of transport services (other than transport by rail or transport services operated by the Metropolitan Transport Trust) adequate to meet the requirements of the public;
- to administer the Traffic Act 1925; and
- to do anything incidental or conducive to the performance of any of the preceding functions.

The Act provides that, in the exercise of its powers and in the performance of its functions, the Transport Commission is subject to the control of the Minister, but that control does not extend to the issue of any form of licence under the Traffic Act 1925.

TRANSPORT DEPARTMENT

Section 9 of the transport Act 1981 provides that the Commissioner for Transport and all persons employed under that Act, together with the Administrator of Road Transport appointed under the Traffic Act 1925, shall constitute a body known as the Transport Department.

The Department, which has adopted the corporate style 'Transport Tasmania', comprises eight Divisions, the roles of which can be summarised as follows:—

- **Secretariat Division** — Provides executive and administrative support to the Department through its Administration, Legal, Personnel and Public Relations Sections, and is the principal means of liaison between the Minister and the Department.
- **Finance Division** — Responsible for the accounting, payroll, auditing and data processing services to all Divisions. Administers the computer system which also provides services to the Metropolitan Transport Trust, Department of Main Roads, Lands Department and Australian National Railways.
- **Economic Planning & Research Development Division** — Undertakes planning and research activities to support its role in providing specialised transport policy advice.
- **Marine Division** — Provides advice on all marine policy matters. Operates and maintains the Bruny Island Vehicular Ferry Service and an intrastate/ interstate cargo vessel link.

- **Transport Regulation Division** — Administers the Traffic Act 1925 and Regulations and recommends legislative amendments thereto. Responsible for testing and licensing of drivers, registration of vehicles, licensing of public vehicles and vehicle inspections. Liaison with other Authorities on related road safety matters.
- **Traffic Engineering Division** — Responsible for traffic management planning and the investigation, design and installation of traffic control devices on Tasmanian roads. Undertakes research functions related to vehicle and pedestrian movements, vehicle speeds and traffic volumes. Maintains the State traffic accident research file.
- **Road Safety Division** — Responsible for the development and implementation of Government Road Safety Policy and Legislation.
- **P.T.A. Engineering** — An Australian Standard 1822 certified light engineering workshop specialising in the design, fabrication, manufacture, repair, electroplating and metal finishing of parts for industry, using sophisticated machining technology.

The activities of these Divisions during 1983–84 are outlined in the following pages.

The Transport Commission and the Divisions of the Transport Department are administered by the following principal officers:—

PRINCIPAL OFFICERS

TRANSPORT COMMISSION

Commissioner for Transport: R. W. J. MORRIS, B.E., M.Eng.Sc., M.I.E.(Aust.), M.C.I.T.
Deputy Commissioner: A. J. PEDDER, M.C.I.T. (from 1 May 1984)

SECRETARIAT DIVISION

Secretary: A. J. PEDDER, M.C.I.T. (until 30 April 1984)
B. P. STUART, J.P., M.C.I.T. (from 1 May 1984)

FINANCE DIVISION

Director of Finance & Data Processing: D. T. YAXLEY, A.A.S.A., A.A.C.S., M.C.I.T.

ECONOMIC PLANNING AND RESEARCH DIVISION

Director: B. J. LYNCH, M.Sc., B.Ec., D.P.A., M.C.I.T. (until 28 February 1984)
W. N. APLIN, B.E., M.Sc., M.C.I.T. (from 29 February 1984)

MARINE DIVISION

Director of Marine: T. MOREHEAD, Extra Master Mariner.

TRANSPORT REGULATION DIVISION

Administrator of Road Transport & Registrar of Motor Vehicles: A. L. FISHER, B.E., F.C.I.T.

TRAFFIC ENGINEERING DIVISION

Chief Traffic Engineer: A. V. PETERS, M.I.E.(Aust.)

ROAD SAFETY DIVISION
(transferred from Police Department as from 1 July 1983)

Director: T. O. KELLY

URBAN TRANSPORT CO-ORDINATION DIVISION
(abolished as from 1 May 1984)

Director: W. J. COUNSELL, B.Sc.(Hons.) (until 30 April 1984)

P.T.A. ENGINEERING

Manager: J. D. GOUGH

SECRETARIAT DIVISION

The Secretariat Division provides executive, administrative, legal, personnel and public relations support to the Department and the Minister.

AERODROMES

The Department owns and is responsible for the operation of the aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

The Commonwealth Department of Aviation meets 50 per cent of maintenance and capital costs of Smithton aerodrome under the Local Ownership Plan. The Plan also applies to local government owned aerodromes at Queenstown, Strahan and St. Helens where 50 per cent of costs are met by the Commonwealth, 40 per cent by the State, and 10 per cent by the local government authority.

This Department liaises with the local authorities on maintenance and funding, and the State reimburses it for its percentage of the costs incurred in the upkeep of the authorised landing areas.

COUNCILS AND COMMITTEES

- Australian Transport Advisory Council (ATAC) — ATAC comprises the Commonwealth, State and Territory Ministers for Transport who report to their respective governments on matters relating to the co-ordination and efficient operation of transport in Australia.
- Co-ordinating & General Transport Group (C & G) — C & G comprises principal Ministerial advisers (usually the Permanent Heads of relevant Departments) and deals with overall issues of policy co-ordination and development, energy, and topics which do not fall within the terms of reference of the other three ATAC policy Groups (Railway, Road & Motor Transport).
- Tasmanian Transport Industries Advisory Council (TTIAC) — TTIAC comprises members from management in the transport industry, transport users, government and semi-government bodies, unions and academia, and are appointed by the Tasmanian Minister for Transport. TTIAC advises the Minister on policy issues affecting the transport industry, and recommends improvements to Tasmania's transport system.

PERSONNEL SECTION

The Personnel Section is responsible for the Department's personnel and industrial matters, excluding sea-going and stevedoring personnel and maritime industrial matters which are the responsibility of the Marine Division.

Departmental employees are covered by one of 3 Federal Awards, or 12 State Awards or 2 Industrial Agreements.

The number of employees increased from 441 in 1982–83 to 542 in 1983–84 (See Appendix 1.8) because of the transfer of the Road Safety Division from the Police Department.

TRANSPORT COMMISSION SALARIED OFFICERS' CLASSIFICATION COMMITTEE

The Committee is constituted under the Salaried and Senior Officers' Transport Instrumentalities Award 1977 (Part 2) and consists of —

- an independent Chairman and Deputy Chairman appointed by agreement between the Commission and ATOF (the Deputy sitting only when the Chairman is unable to do so)
- a representative of the Department
- a representative of ATOF.

Its function is to hear appeals by officers against the provisional appointment of an officer to a position of a class or grade higher than that held by him immediately before his promotion.

The grounds of appeal are limited to —

- superior efficiency, or
- equal efficiency and seniority.

Its decisions are final and binding upon the Commission.

One appeal was lodged in 1983–84, and it was upheld.

LEGAL SECTION

The section advises the Commission and the Department on a range of legal matters such as interpretation of the Transport and Traffic Acts and associated legislation and regulations, insurance claims, debt collection, workers' compensation claims and motor vehicle claims. It also advises the Prosecutions officer, Transport Regulation Division, on prosecutions under the Act and regulations, and conducts the more difficult prosecutions.

The section is also involved in drafting amending legislation, advising the Minister on legal matters and providing opinions to various departmental officers on such diverse matters as licensing, shipping and commercial undertakings, and assisting the Australian National Railways Commission in obtaining titles and transfers of land under the Railways (Transfer to Commonwealth) Act 1975.

Some 13 appearances were made before the Public Vehicles Licensing Appeal Tribunal on behalf of the Commission, and the Registrar of Motor Vehicles was represented before Migistrates in 73 drivers' licences appeals.

PUBLIC RELATIONS SECTION

Material for feature articles, information items and other transport information was prepared for the media, schools and individuals.

Student tours of specialist work areas (such as the computer facilities, the computerised traffic control system, regional Motor Registries) and active participation with student work experience programmes have been practical examples of the Department's philosophy of community involvement during the year.

The Public Relations Officer represents the Department on the Board of Management and the Southern Regional Division of the Tasmanian Tourist Council.

Arrangements were made in conjunction with the Commonwealth Department of Trade to transport existing display stand material to Indonesia, and a new mining equipment spares brochure was produced for distribution at the Mining Indonesia Exhibition held in Jakarta in October 1983 where the P.T.A. Engineering Division was represented at the week long exhibition.

FINANCE DIVISION

The Division is responsible for the financial accounting, data processing and internal audit services, and represents the Department on the Government's Computer Policy Advisory Committee technical sub-committee. Computer facilities are also provided to a growing number of Government Departments and Authorities.

Applications of note implemented during the year included —

Transport Tasmania

- Demerit Points System
- Inventory control of traffic signals hardware
- Enquiry system for drivers' licences records

State Fire Commission

- Debtors Control System
- Integrated Costing System
- Fire Incident Reporting System
- Accounts Payable System
- Asset Register

Fisheries Development Authority

- Integrated Costing System
- On-line Licensing and Boat Registration System (operative 1 December 1984)

Tasmanian Ambulance Service

- Debtors Control System

State Emergency Service

- Asset Register System

ECONOMIC PLANNING AND RESEARCH DIVISION

This Division is responsible for conducting economic, financial, social planning and operational studies into various issues relating to land, sea and air transport in Tasmania.

One of its important functions is to identify future problems and to develop, for Government consideration, policies and initiatives to improve the efficiency and equity of service facilities of all modes of transport serving Tasmania. Information is also made available to external users.

RESEARCH AND INVESTIGATIONS

- Bass Strait shipping issues dominated again this year. Foremost has been the involvement in the Government's efforts to secure a replacement ferry for the ageing 'Empress of Australia'. The joint study team formed to investigate and recommend a replacement vessel included the Director of the Division. Subsequently a detailed financial analysis of the new ferry service was prepared, berthing and terminal arrangements were examined and the present booking system reviewed. It is likely the new ferry service will form a significant part of the workload of the Division in the coming year.
- Another major task in 1983–84 has been the preparation and presentation of the Tasmanian Government's submission to the Inter-State Commission Inquiry into the Tasmanian Freight Equalisation Scheme following intensive consultation with Tasmanian industry.
- The Division again has been involved in examining issues such as overseas shipping and centralisation, intrastate shipping services, the cases for the upgrading of Hobart and Launceston Airports to international standard, the National Road Freight Inquiry and the Independent Inquiry into Aviation Cost Recovery.
- Investigations also were made into the feasibility of providing transport concessions for the disabled.

REPORTS AND PAPERS

The following reports and papers were prepared during the year:—

Paper	*Title*	*Date*	*Status*
30/83	Overseas shipping: possible withdrawal of the Pan Australian freight rate for wool	19/03/83	Cleared for Distribution
31/83	Cabinet Information Paper on Upgrading of Hobart Airport	26/09/83	Restricted
32/83	Feasibility of discharging bulk fuel tankers south of the Tasman Bridge	12/10/83	Cleared for Distribution
33/83	Review of Bruny Island Ferry Service and Fares following introduction of shorter crossing	25/10/83	Restricted
34/83	Tasmanian Freight Equalisation Scheme	14/11/83	Cleared for Distribution
35/83	Investment in Local Government Roads in Tasmania: A public choice model	27/03/84	Cleared for Distribution
36/83	National Road Freight Inquiry: Submission by Transport Tasmania	18/04/84	Cleared for Distribution
37/83	Independent Inquiry into Aviation Cost Recovery: Submission by Transport Tasmania	20/04/84	Cleared for Distribution

LIBRARY AND INFORMATION SERVICE

The information service was refined during the year.

A further 300 monographs were added to the library collection and subscriptions were taken out for 15 new serials bringing the total number of serials available for circulation to around 200.

The library now provides an improved reference service to departmental staff and to other State Departments.

A summary of transport statistics is prepared quarterly and circulated throughout Tasmania and interstate.

MARINE DIVISION

The Division was involved with providing advice on matters of marine policy, including—

- replacement of 'Empress of Australia'
- joint venture with Brambles
- Tamar ferry services
- reinstatement of Whitemark Wharf
- Selfs Point fuel installations
- mooring facilities for Melbourne—Hobart yacht race
- upgrading of Hobart ship repair facilities
- Tasman Bridge navigation
- State involvement in Antarctic matters
- protection of the Tasmanian environment from the effects of oil spills
- coastal surveillance
- unmanning of lighthouses

COUNCILS AND COMMITTEES

- Marine and Ports Council of Australia (MPCA)—advises the Commonwealth and State Governments on marine and port matters. The meetings this year covered diverse topics such as—
  - international treaties and conventions
  - small boat safety
  - sail training ships
  - control of pleasure craft on extended voyages
  - fishing industry matters
  - sub-standard ships

Tasmania is represented by the Minister for Transport.

- Maritime Industry Advisory Council (MIAC)—deals primarily with maritime industrial relations. Three meetings were held during the year and concerned matters relating to —
  - Government liaison with Federal unions
  - the effects of industrial unrest on Tasmania's shipping links
  - proposed Tasmanian industrial legislation
  - monitoring of State cargo movements
  - Tasmanian Freight Equalisation Scheme
  - bunker fuel excise.

COASTAL SHIPPING SERVICES

The trading results this year of the intrastate/interstate cargo vessel 'M.V. Straitsman' were disappointing in that losses increased despite a significant, albeit insufficient, increase of $304 095 in revenue.

Whilst the Melbourne/ Stanley trade increased by 27.7 per cent, all other sections of the trade decreased.

There is likely to be a continuing decline in the King Island trade unless Scheelite and kelp markets begin to improve.

Trading losses coupled with substantial rises in operating costs resulted in an increased loss of $161 256 over last year's result, with an increased real trading deficit of $194 274 on last year, taking into account capital costs.

BRUNY ISLAND FERRY SERVICE

The introduction of the shorter Kettering – Roberts Point crossing at the beginning of June 1983 has had a marked effect in keeping operating costs static, and capital charges were reduced by $106 369 over the previous year.

The shorter crossing resulted also in a 34.4 per cent increase in the number of trips, a 21.2 per cent increase in the number of vehicles carried, a reduction of 25.7 per cent in fuel costs despite price increases, and an increase in revenue of $36 166.

TRANSPORT REGULATIONS DIVISION

The role of the Transport Regulation Division is centred on the responsibilities imposed on the Transport Commission, the Administrator of Road Transport and the Registrar of Motor Vehicles by the Traffic Act 1925 and associated traffic regulations.

The Division now comprises four Sections, Vehicle Standards, Public Vehicles, Motor Registry and Office Systems.

The Division was re-organised in May 1984 with the most important changes being—

- the absorption of the former Urban Transport Co-ordination Division;
- the creation of an Office Systems Section;
- the transfer of responsibility for transport Inspectors and for prosecutions from the Public Vehicle Section to the Vehicle Standards Section.

Preference in this Report to these Sections' activities has been combined where necessary because of the overlap in their operations during the year.

BOARDS AND COMMITTEES

- Australian Motor Vehicles Certification Board (AMBCB) — ensures that new vehicles meet the Australian Design Rules for safety and environmental standards. AMVCB reports directly to the Australian Transport Advisory Council (ATAC).
- Vehicle Standards Advisory Committee (VSAC) — sets standards for safety, construction and loading of new and existing road vehicles. Created in 1983 to combine the activities previously undertaken by the Advisory Committee on Safety in Vehicle Design (ACSVD) and the Advisory Committee on Vehicle Performance (ACVP). VSAC reports to ATAC through the Motor Transport Group (MTG).
- Advisory Committee on Vehicle Emissions and Noise (ACVEN) — sets standards for exhaust emissions and noise for new and existing motor vehicles. Representation on ACVEN is shared with the Tasmanian Department of the Environment. ACVEN reports to ATAC through MTG.

VEHICLE STANDARDS SECTION

This Section is responsible for ensuring that road vehicles meet suitable standards for safety, environmental protection, public service and convenience and loading, including inspection of vehicle prior to registration, random roadside checks and weighing of trucks. Passenger vehicles are checked twice yearly for roadworthiness as are specialised vehicles such as those involved in the carriage of dangerous goods.

The Section also provides advice and assistance on vehicle regulatory requirements and other technical matters, and includes the Prosecution section which supports the enforcement of regulations under the Traffic Act.

VEHICLE INSPECTION STATIONS

Sites have been purchased in Moonah, Hobart and Kings Meadows for the development of Vehicle Inspection Stations.

The southern site will include a Motor Registry office and office accommodation, and will replace the present Inspection Station adjacent to the Hobart head office which has very restricted access and limited capacity for inspections.

The northern site will be developed as the Launceston headquarters, replacing the existing Inspection Station at Paterson Street and incorporating some of the functions of the Launceston Motor Registry in Cimitiere Street. It will also include—

- Vehicle Inspection Station
- Motor Registry
- Traffic Engineering Workshop
- Driver Training Classroom
- Motor Cycle Training Area
- Office accommodation

The existing Motor Registry will be retained to maintain a convenient service to the public.

SECURING CONTAINERS ON TRUCKS

There has been concern for some time about the inadequate methods of some truck operators in securing freight containers to trucks, allowing containers to fall from trucks with consequent injury to property and persons.

New regulations have been developed, in consultation with the road transport industry, to prescribe safe methods of securing containers to trucks, making mandatory the use of 'twistlocks' or special pins.

A Vehicle Information Bulletin describing the correct procedures has been circulated throughout the transport industry.

ENGINE CHANGES AND MODIFICATIONS

Many requests are received for information on engine changes in cars and for approval of cars equipped with modified engines. These requests usually arise from the desire to increase a vehicle's performance and often involve the installation of a larger and/or more powerful engine.

The Department requires full details of all modifications to the vehicle and must be satisfied that it is suited to the increase in power and/or mass provided by the replacement engine before approving the conversion.

To simplify the approval process, a Vehicle Information Bulletin has been produced containing an application form for the information necessary for each approval to be considered.

VEHICLE INSPECTIONS

The total number of inspections for the year was approximately 102000, an increase of around 14 per cent over 1982–83. This was due partly to the introduction of inspections of hire-and-drive and dangerous goods vehicles.

Enforcement of load and dimension limits on heavy vehicles involved approximately 12 500 vehicles being weighed during the year, and of those found to be overloaded, some 581 cases were successfully prosecuted resulting in fines and penalties of about $85 000.

Some 11 348 defective vehicles were identified through roadworthiness checks. Appendix 2.5 lists typical defects found, frequency and type of enforcement.

INSPECTION OF PUBLIC PASSENGER VEHICLES

All taxis and hire cars, and coaches owned by private organisations, Government departments and authorities (excluding M.T.T.) and all charitable institutions, are inspected every 6 months. Some 3 707 such vehicles were inspected in the last 12 months.

PROSECUTIONS

Prosecutions are initiated for a variety of offences including overloading, operating unregistered and uninsured, operating unlicensed or contrary to licence conditions. There were 2 319 prosecutions in 1983–84 resulting in $156 373 in fines and special penalties.

PUBLIC VEHICLES SECTION

This section processes all applications for licences, changes of conditions and transfers before submission to the Administrator of Road Transport, and maintains records of public vehicle licences on issue.

PUBLIC VEHICLE LICENCES

Some 3 625 public vehicle licence applications were received of which 3 424 new licences were granted, 67 had changes of conditions approved, and 134 were refused or withdrawn. Another 2 357 licences were transferred during the year. The Commission held 63 hearings to assist in its consideration of the applications.

PUBLIC VEHICLES LICENSING APPEAL TRIBUNAL (PVLAT)

As a consequence of Transport Commission decisions in respect of some public vehicle licence applications, 13 appeals were lodged with PVLAT against those decisions, of which 3 appeals were upheld, 4 were dismissed, 5 were withdrawn and 1 was adjourned.

REVENUE FROM PUBLIC VEHICLE LICENCES FEES

Revenue this year was $135 010. It should be noted that public vehicle fees have not been increased since 1965.

Revenue collected over the last 5 years is—

1979–80	*1980–81*	*1981–82*	*1982–83*	*1983–84*
$114545	$114092	$134960	$130491	$135010

OUT-OF-AREA PERMIT FEES

These fees are charged to encourage the use of rail for bulk cartage of cement, logs, lime, superphosphate and coal.

With the reduction in the number of commodities subject to fees the total collected for the year was only $110 439.

The trend in fees collected over the last 5 years is—

1979–80	*1980–81*	*1981–82*	*1982–83*	*1983–84*
$1 202549	$536 895	$152 930	$114248	$110 439

NEW BUS SERVICES

As a result of representations from the public the following new bus services were introduced:—

- Hobart – Primrose Sands: serviced Mondays to Fridays
- Hobart – Port Arthur: serviced Mondays to Fridays
- Ilfraville – Beaconsfield: serviced Fridays only

A proposed private school bus service between Riverside and Riverside High School is under investigation.

TAXI CABS AND HIRE CARS

The number of Taxi Cab and Hire Car Licences on issue decreased by 23 to 434 over the year, with 18 licences less in Hobart because of the operation of the Taxi Buy-Back Scheme.

TAXI BUY-BACK SCHEME

This scheme was introduced on 1 October 1983 to reduce the number of taxis in the Hobart area to improve the income of taxi owners and drivers whilst maintaining an acceptable standard of service to the public.

There were 236 cab licences in Hobart at the commencement of the scheme, the holders of which were required to pay $100 per licence per annum into a Cab and Hire Car Trust Fund supplemented by a loan from the Taxi and Hire Car Association and maintained by the Transport Department.

The Fund is used to purchase licences, surrendered by existing licence holders, at a set rate adjusted in accordance with the C.P.I. At the same time, transfers of licences between operators required a $3 000 levy to be paid into the Fund.

Between 1 October 1983 and 3 June 1984, 16 applications were made to surrender licences of which payment was made for 14.

There is provision for surrendered licences to be sold in the future.

A Taxi Industry Advisory Committee has been established to assist in the administration of the Scheme.

A statement of accounts for the Cab and Hire Car Trust Fund is shown in the Appendices.

MOTOR REGISTRY SECTION

The section maintains records of all registered vehicles and licensed drivers in the State, and provides counter services to the public from offices at Hobart, Launceston (2), Devonport and Burnie. Other services include testing of learner drivers and training of motor cycle riders.

VEHICLE REGISTRATIONS

Vehicle registrations (including renewals, but excluding tractors and trailers) increased by 4.48 per cent to 257 779 over the year.

The number of new vehicle (excluding motor cycles) registrations increased by 17.37 per cent to 17 005 whilst new motor cycle registrations increased by 3.37 per cent to 1 027.

Approval was given to 61 applications for restricted registration.

DRIVERS' LICENCES

Drivers' licences (including renewals) issued during the year totalled 176 357. There were 250 669 licences on issue at 30 June 1984.

The number of new licences issued increased by 2.14 per cent to 17 598.

Drivers may take out licences for one, two or three years. Some 27 797 licences were issued for 3 years and 9 487 licences for 2 years, the remainder were for 1 year only.

DRIVER'S LICENCE DISQUALIFICATIONS

8 381 persons were disqualified during the year for drink/driving offences, demerit points disqualifications and other offences, including speeding, driving whilst disqualified and failing to obey road signs and traffic signals.

	1979–80	*1980–81*	*1981–82*	*1982–83*	*1983–84*
Disqualified for drink/driving offences	3 853	3 531	3 480	3 718	4 727
Demerit points	1 223	1 281	1 631	2 007	1 969
Other offences	1 874	1 847	1 544	1 703	1 685
TOTAL	6 950	6 659	6 655	7 428	8 381

The disqualification periods imposed and the licence status of 8 381 disqualified drivers is presented in the following two tables:—

Disqualification period	*1981–82*	*Per Cent*	*1982–83*	*Per Cent*	*1983–84*	*Per Cent*
90 days (demerit points)	1 631	(24.5)	2 007	(27.0)	1 969	(23.5)
0–3 months	510	(7.7)	657	(8.9)	621	(7.4)
3–6 months	1 186	(17.8)	1 337	(18.5)	1 557	(18.6)
6–12 months	1 398	(21.0)	1 605	(21.6)	2 058	(24.6)
12–24 months	1 204	(18.1)	1 152	(15.5)	1 457	(17.4)
24 months and over	725	(10.9)	630	(8.5)	717	(8.5)
	6 655	(100%)	7 428	(100%)	8 381	(100%)

Licence Status	*1981–82*	*Per Cent*	*1982–83*	*Per Cent*	*1983–84*	*Per Cent*
Learner (including out of State if known)	246	(3.7)	273	(3.6)	283	(3.4)
Provisional (including out of State if known)	1 041	(15.6)	1 260	(17.0)	1 197	(14.3)
Ordinary (including out of State if known)	4 136	(62.2)	4 528	(61.0)	5 247	(62.6)
Driving without a licence (including disqualified)	1 232	(18.5)	1 368	(18.4)	1 654	(19.7)
	6 655	(100%)	7 428	(100%)	8 381	(100%)

There were 1 969 licence disqualifications for 90 days arising from the accumulation of either 9 or 4 demerit points. The five year trend is—

	1979–80	*1980–81*	*1981–82*	*1982–83*	*1983–84*
9 points in 3 years	827	874	1 218	1 411	1 414
4 points in 1 year (provisional licence holders)	396	407	413	596	555
	1 223	1 281	1 631	2 007	1 969

RESTRICTED DRIVERS' LICENCES

A 'restricted driver's licence' is issued by the Registrar of Motor Vehicles on the authority of a Court Order. It is intended to overcome unusual hardship resulting from disqualification by permitting a person to drive subject to restrictions imposed by the Court.

This year 1 002 'restricted' licences were issued.

The trend over the past five years is as follows:—

1979-80	*1980-81*	*1981-82*	*1982-83*	*1983-84*
836	796	797	877	1 002

MOTOR CYCLE RIDER TRAINING SCHEME

The Motor Registry conducts motor cycle rider training in Hobart, Launceston and Penguin (the latter serves the North West Coast).

There are two levels of training—

- Level 1 — required for all riders resident within 25 km of Hobart, Launceston, Devonport and Burnie before obtaining a learner's licence; and
- Level 2 — required for riders resident within 50 km of Hobart, Devonport and Burnie before obtaining a provisional licence.

Level 2 training commenced only recently in Hobart, and a Level 2 track is being constructed at Launceston.

LEVEL 1

Centre	*Courses held*	*Student Nos.*	*Passed*	*Failed or not completed*
Hobart	146	595	568	27
Launceston	60	229	218	11
Devonport	40	163	157	6
Burnie	35	140	123	17
	281	1 127	1 066	61

LEVEL 2

Centre	*Courses held*	*Student Nos.*	*Passed*	*Failed or not completed*
Hobart	6	21	20	1
Devonport	12	54	42	12
Burnie	8	35	24	11
	26	110	86	24

TRAFFIC ENGINEERING DIVISION

The installation of regulatory traffic control devices, including signs, line markings, traffic islands and traffic signals is the responsibility of Transport Tasmania and this Division undertakes those tasks. The Division also specialises in the management of pedestrian and vehicular traffic on the State road network with the full support of an in-house computerised accident data base and research facility.

COMMITTEES

The Division represents the State on the following national committees:—

- MS/12 Road Signs and Traffic Signals — a Standards Association Committee which reviews and updates the 'Manual of Uniform Traffic Control Devices';

- Australian Committee on Road User Performance and Traffic Codes (ACRUPT) — this Committee, through the Australian Transport Advisory Committee (ATAC), is responsible for recommending traffic laws for adoption on a uniform basis by all States;
- SCATS Management User Group (SMUG) — the software from the 'Sydney Co-ordinated Adaptive Traffic System' (SCATS) has been adopted nationally and is now managed by SMUG.

At the State level the Division provides representation on:—

- Level Crossing Warning Committee — reviews the operations of, and makes recommendations to, Australian National Railways, and the Emu Bay Railway Company for safety improvements to rail level crossings throughout the State;
- Road Safety Development Committee — a Committee comprising senior departmental heads from the Transport, Police and Main Roads Departments. Responsible for formulating policy on road safety in the State;
- Road Safety Liaison Group — an inter-departmental liaison sub-committee responsible for officer level co-ordination between the Transport, Police and Main Roads Departments.

ADMINISTRATION SECTION

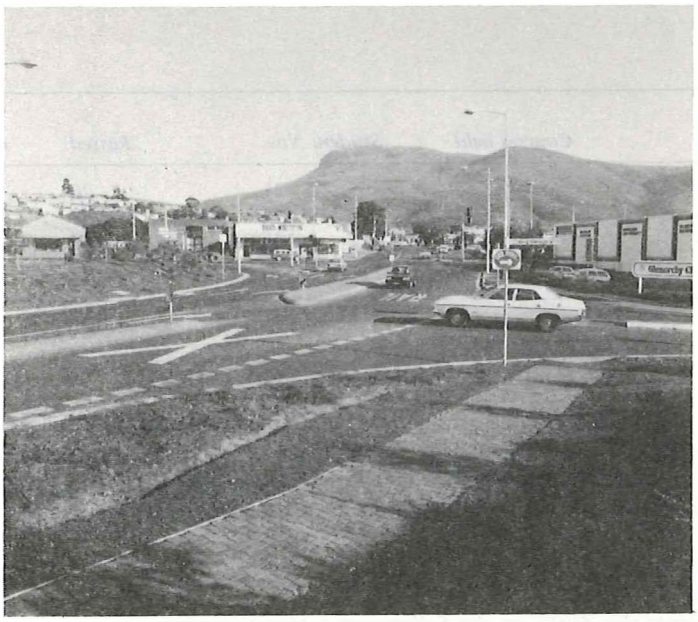
This section provides stores control, clerical and budget support to the Division, with a budget appropriation this year of $1.907m. It maintains the Division's bin stores ($0.413m) and co-ordinates maintenance and replacement programmes for plant and equipment. Some 751 orders were issued to local government and road authorities for the installation and maintenance of signs and line markings.

TRAFFIC SIGNAL SECTION

Traffic signals provide low cost solutions to traffic conflicts at intersections and in most cases remove the need for costly roadworks.

INSTALLATIONS AND MODIFICATIONS

The opening of the new Bowen Bridge required substantial roadworks and signal modifications to be made in the immediate vicinity of the Brooker Highway access, including the installation of new signals at Goodwood/Howard Roads.



New Roadworks — Elwick Road/Eady Street/Main Road, Glenorchy

The conversion of Elizabeth Street, Launceston to two-way traffic necessitated the installation of signals at Elizabeth/St. John Streets intersection and signal modifications at Elizabeth/Charles Streets and Elizabeth/Wellington Streets intersections. A set of pedestrian operated signals was installed also at George Town Road near Woodland Grove.

The pedestrian signals at the junction of Bass Highway and Durham Road were upgraded to vehicle actuated operation.

CO-ORDINATION

The majority of the Hobart Central Business District, including Davey and Macquarie Streets, was converted to a new type of traffic signal control system (named SCATS) during the year. Whilst still needing further development and fine tuning, the system ultimately will reduce stops and delays for motorists, with resultant cost savings.

The staged introduction of traffic signal area co-ordination is also under way in Launceston to provide the city with a similar system to Hobart.

The replacement of obsolete controllers with sophisticated micro-processor types is well under way and all city sites have been converted.

ABC RADIO TRAFFIC REPORTS

The ABC in Hobart continues to provide daily peak perioid traffic reports from information received from this Division's central control room, and Transport Tasmania wishes to acknowledge the ABC's generous assistance and support. This information service has been very well received by the public.

MAINFRAME COMPUTER PERIPHERAL MAINTENANCE

The growing number of users of the Department's mainframe computer has resulted in a greater demand on resources for the installation and maintenance of peripheral equipment during the year.

CLOSED CIRCUIT TELEVISION (CCTV) MAINTENANCE

The Division now provides routine and 'on call' maintenance tasks for television cameras and associated surveillance equipment at Risdon Jail as well as its own CCTV camera network in Hobart.

NEW BURNIE WORKSHOP

A new workshop was opened at Burnie in February to provide facilities akin to those available at the Division's workshops in Hobart and Launceston, and to allow improved signal maintenance services by resident Division staff.

ROAD AND SERVICES SECTION

Emphasis again this year has been on analysing traffic problems on an area basis rather than treating problem locations in isolation. Mini-roundabouts, median islands and safety bars were installed at a number of locations whenever possible.

Mini Roundabout — Pine/Hills Streets, Lansdowne Crescent, West Hobart

ONE-WAY SCHEMES

The following streets were converted to one-way traffic flows—

- Dennison Road, North Launceston
- McFarlane Street, South Hobart.

PEDESTRIAN FACILITIES

Part-time children crossings were provided at—

- South Street, Bridport
- Maranoa Road, Kingston
- Montagu Road, Smithton High School
- Arthur Highway, Dunalley
- Green Point Road, Bridgewater
- Albion Road, Bridgewater
- Marston Street, Rokeby
- Mount Road, Ridgley
- Simpson Street, Burnie
- Walker Street, Ulverstone
- Campbell Street, Hobart

A change in policy has brought zebra type pedestrian crossings under scrutiny and as a result they will be removed if their continued presence is not considered to be justified.

Where crossings are considered to be justified, kerblines will be extended and signals added. Research shows longer kerblines have a greater 'safety' impact on motorists and pedestrians.

Zebra Crossing Kerbline Extension — Charles Street near Hopkins Street, Moonah

ROAD SIGNS AND MARKINGS

Following approximately 1 300 investigations some 540 traffic control devices and schemes involving the installation of signs and markings were approved during the year. Replacement signs and markings were provided in 200 cases.

TRAFFIC STUDIES

The Division participated in the following studies:—

- Mount Stuart — As a result of previous investigations involving the Division, Hobart City Council and Mount Stuart Progress Association, some measures recommended from the study are soon to be implemented.

- Battery Point — A report is still being evaluated by the Hobart City Council and local Progress Association.
- West Hobart Traffic Study — Investigations are being made to address the problem of traffic volumes and speeding as a result of 'through' traffic in this area. The objective is to manage several intersections within the suburb which presently have no traffic controls.

PEDESTRIAN ACCIDENT STUDY

The final report on 'Pedestrian Accident and Countermeasures in Tasmania' was completed and published in September 1983. The report closely analyses accidents involving pedestrians for the period 1977–81, and deals with specific problems associated with the movement of pedestrians in the traffic environment. The report also deals with updated recommendations relating to the provision of new pedestrian facilities throughout the State.

CENTRAL AREA TRAFFIC STUDY – HOBART

The first stage of a study to examine traffic and parking problems in the central area of Hobart began in March 1984. Data collection included a comprehensive postcard questionnaire survey. The second stage will utilise the information to enable recommendations to be made regarding parking and traffic management generally. The study is being sponsored by Transport Tasmania, the Hobart City Council and the Department of Main Roads, and should be finalised by June 1985.

CHARLES STREET, MOONAH

The management of traffic along Charles Street, Moonah, to reduce vehicle speeds and traffic volumes is proceeding.

KINGSTON CENTRAL AREA TRAFFIC MANAGEMENT PLAN

A joint study with the Kingborough Council has now been completed and Council is now implementing the resultant recommendations.

SUB-DIVISION PROPOSAL

The Division continued to evaluate several sub-division proposals for the Town & Country Planning Commission.

SMITHTON ARTERIAL ROAD TRAFFIC STUDY

A study has begun to review the need for a bypass in Smithton which, if implemented, will divert traffic from the town's shopping centre.

NEW TOWN TRAFFIC SAFETY IMPROVEMENT PLAN

A traffic study is being carried out to eliminate safety hazards in the road network in New Town.

ACCIDENT RESEARCH SECTION

The section manages a computer-based information system of all reported traffic accidents. The information is used in the preparation of a range of statistical reports in such areas as:—

- Departmental policy analyses and traffic engineering;
- Tasmania Police Traffic Control;
- Department of Main Roads;
- City and municipal engineering and planning;
- University and other research.

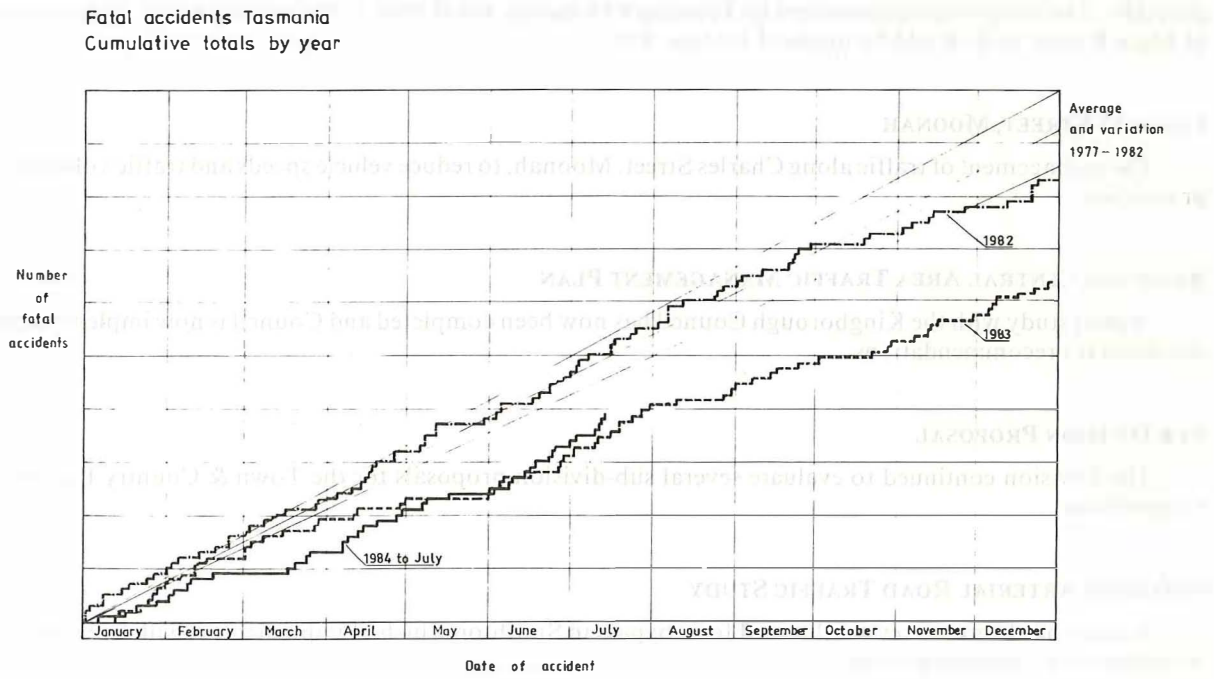
ACCIDENT ANALYSIS

The Traffic Accident Appreciation Report format was introduced during 1982–83. The summary report produced with the aid of computerisation has increased greatly the number of subjects which can now be reviewed in a given time on this basis. The major emphasis this year has been to inform all users of this development, and in-house seminars have been held with officers of the Department of Main Roads and Municipal Councils to provide details of the opportunities for expanded review and particular traffic accident situations.

TRAFFIC ACCIDENT TRENDS

The accompanying graph shows cumulative totals of fatal accidents reported for Tasmania for relative comparative periods.

In mid 1982 the fatal accident rate showed a marked decrease compared with the recent (1977–82) historical average. The lower rate has been maintained until now, although a possible increasing trend is becoming apparent. The reasons for the decrease (which is also reflected in decreases in all reported accidents) include the introduction of random breath testing, a lower permissible blood alcohol level, and changed travel and driver attitude patterns during the economic recession.



IDENTIFICATION OF ACCIDENT BLACK SPOTS

This year 11 problem sites were reviewed.

FATAL ACCIDENT LOCATIONS

Sixty-six fatal accident sites were reviewed and recommendations made for improvements where warranted.

TRAFFIC FACILITIES INVENTORY

With assistance from staff funded by the Commonwealth Wage Pause Job Creation Scheme, a computer data-base of signs, markings and other devices has been established which will allow improved planning for traffic control installation and maintenance, and provide data to assist in accident analysis.

AUTOMATIC TRAFFIC SURVEY NETWORK

During 1983–84 a design was completed for a Statewide network of sampling stations to enable automatic collection of a vehicle speed and volume data 24 hours a day, 7 days a week, for the periods they are in operation, and to permit studies of vehicle performance at nights and weekends when accident risk is greatest. Installation of the facilities is planned for 1984–85.

RESEARCH REPORTS

The following is a selection of subjects on which reports were prepared during the year:—

- An information dissemination input to traffic safety management in Tasmania.
- Constructing a necessary accident base of association.
- Accidents involving log trucks in Tasmania.
- Driver observance of road rules.
- Vehicle inspection programmes and road safety.
- Accidents at level crossings.
- Motor cyclists training — Evaluation of 2nd year of training scheme.
- The demerit points system and traffic accidents.

ROAD SAFETY DIVISION

The Division of Road Safety was transferred from the Police Department to the Transport Department on 1 July 1983 in line with Government policy.

PUBLICITY AND COMMUNICATIONS

Whilst there are never sufficient funds to meet the Division's objectives, which are largely dependent on mass education, major road safety problems like drink/driving, speeding and the wearing of seat belts were able to be highlighted through all media, and much free publicity via editorial content was given to the subject of .05 and random breath testing.

Approximately $116 500 was spent on all forms of publicity.

FIELDWORK

Road Safety Officers made 831 school visits to present lectures and another 419 visits to investigate various traffic problems.

Some 41 000 primary and 21 000 secondary students were involved, with 9 000 of the latter receiving special driver training education.

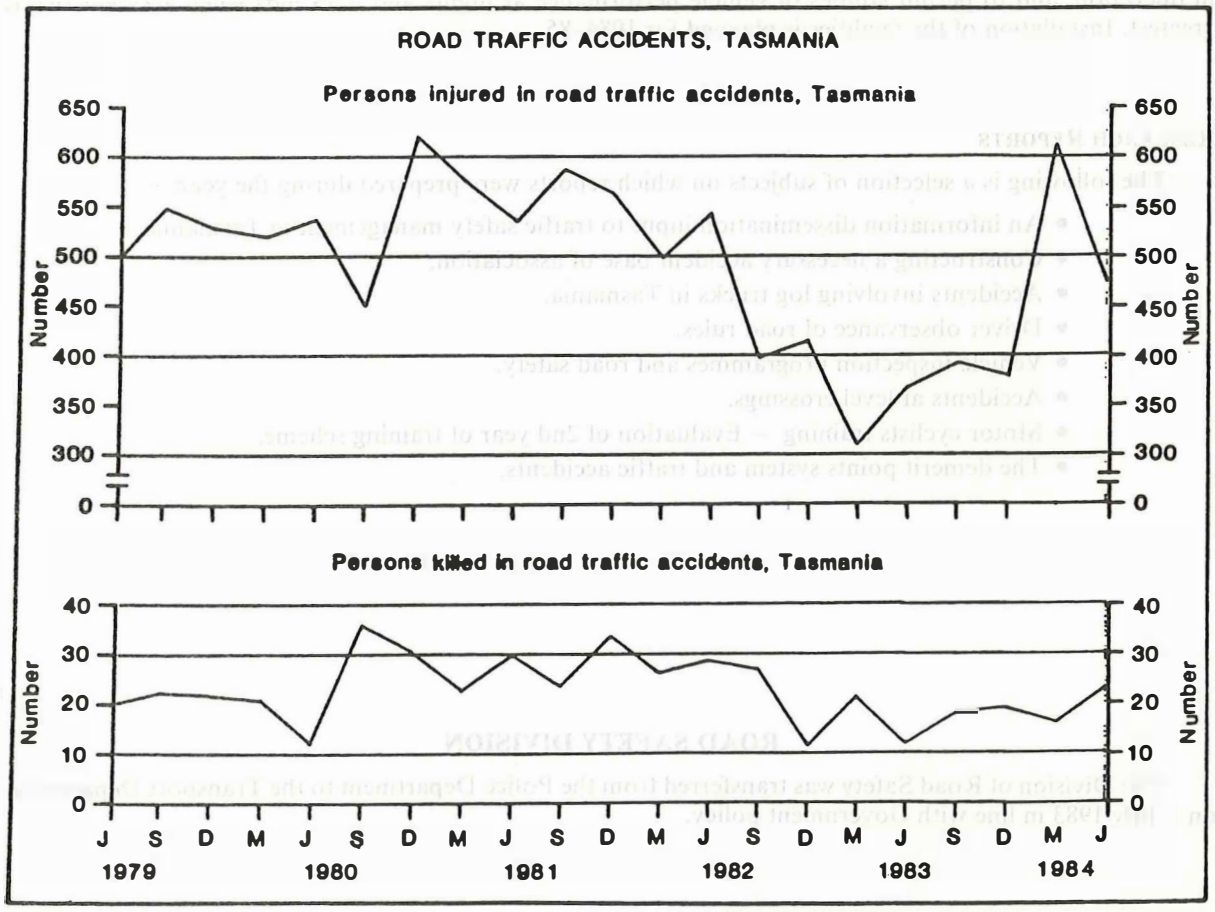
Community groups and service clubs were addressed on 250 occasions.

The most 'visible' outside activity was the Adult Crossing Guard service and it is pleasing to report that no serious child accidents occurred near protected school crossings during the year. This service involved expenditure of about $195 000.

ROAD FATALITIES AND INJURIES

There were 76 fatalities (56 males, 20 females) during the year, and 1 856 injuries, from 1 333 accidents involving casualities.

The graph following (provided by the Australian Bureau of Statistics, Hobart) gives a comparison of persons injured and killed over the years June 1979 to June 1984.



URBAN TRANSPORT CO-ORDINATION DIVISION

This Division, prior to its abolition on 1 May 1984, provided a co-ordinating and secretarial support role in transport planning and special projects in various areas of the State. It was closely identified with the implementation of the Derwent Region Transportation Study (DRTS) and the Launceston Transportation Revision (LTR).

The Division assisted with the following projects:—

- Feasibility Study of North West Region Road Links — completed August 1983;
- Kingston/Blackmans Bay Bus Study — completed September 1983;
- Launceston Central Area Traffic Study — nearing completion;
- Hobart Airport Master Planning Study — commenced August 1983;
- Hobart Central Traffic Study — commenced March 1984.

P.T.A. ENGINEERING

The performance of P.T.A. Engineering continued to reflect the economic downturn in the mining and metal industries, resulting in —

- a bigger loss
- falling sales; and
- a record amount of idle time.

It was not possible to improve overall productivity even though some sections of numerical controlled machinery were kept busy, unfortunately at the expense of the turning and milling sections. There is little doubt morale and productivity suffered as a result of the conditions outlined above.

As stated last year, profitability will only be possible if P.T.A. Engineering is able to maintain optimum efficiency and productivity in normal working hours, and finds work to justify about 12 per cent overtime.

Some 22 000 hours were lost in idle time and further time was spent on largely unproductive tasks such as building and plant improvements.

MARKETING

Despite the gloom, initiatives have been taken to secure more orders.

The sluggish state of the State's mining industry meant P.T.A. Engineering had to vigorously canvass mainland mines.

The arrangements made last year with E.I.M.C.O. Australia Pty Ltd, the local offshoot of the multinational company, E.I.M.C.O., have begun to pay off with sales currently running at $7 000 per week. E.I.M.C.O. has outlets in Kalgoorlie, Broken Hill and Mount Isa and it is significant that 70 per cent of current sales stem from activities in Kalgoorlie.

The prospects for sales overseas continue to improve and, as a result of P.T.A. Engineering's participation in the 'Mining Indonesia' exhibition in Jakarta in October 1983, a 'joint venture' to manufacture a range of items, including mobile laboratory benches, oil drilling equipment spares and rock mining equipment spares, is being examined with the promise of large orders.

Further prospects for more defence offset work from the United States look good following a visit by an 'offset' mission. Some orders already have been received and a recently appointed agent in Pittsburgh has reported back favourably.

P.T.A. Engineering is presently gearing up to undertake work in connection with the State Government/Brambles Bass Strait Shipping Agreement. An order for container roll trailers worth over $1 million is expected to keep the boilermarker-welder section busy for at least the next 12 months.

Although the immediate future for P.T.A. Engineering appears gloomy, the longer term prospects are encouraging.

STAFF MATTERS

The Department wishes to acknowledge the meritorious service of two Senior Officers, Mr. R. E. (Dick) Heyward, Manager (Personnel), who retired on 28 August 1983, and Mr. L. K. (Keith) Betts, Accountant, who retired on 2 July 1984, after almost 43 years service each. We wish them and their wives enjoyable retirement.

The Department was saddened by the sudden and unexpected death of its Director of Road Safety, Mr. T. O. (Terrence) Kelly, on 11 July 1984, and we extend our sincerest sympathy to his family.

The loyal and conscientious service of all staff during the year has been appreciated.

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1.2 Consolidated Trading Account
1.3 Profit and Loss Account
1.4 Net Revenue Appropriation Account
1.5 Depreciation, Obsolescence and Replacement Account
1.6 Summary of Financial Results
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1.9 Capital Expenditure
1.10 Transport Research and Facilities Trust Fund

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2.2 Motor Taxation Revenue Account
2.3 Stamp Duty Collection Account
2.4 Vehicle Inspection Statistics
2.5 Analysis of Vehicle Defects
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3. MARINE DIVISION —

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3.3 Profit and Loss Account
3.4 Tonnage and Livestock Carried Statistics
3.5 Voyage Statistics 1981–82 and 1982–83

Bruny Island Ferry Service —

3.6 Balance Sheet
3.7 Trading Account
3.8 Profit and Loss Account
3.9 Vehicle Statistics

4. P.T.A. ENGINEERING —

4.1 Balance Sheet
4.2 Trading Account
4.3 Profit and Loss Account

Appendix 1.1

TRANSPORT DEPARTMENT

Balance Sheet as at 30 June 1984 Transport Act 1981, section 18 (1E)

1982–83 $		Note	$	1983–84 $	$
	(A) NATURE AND SOURCE OF FUNDS —				
	(1) For Permanent Capital:				
	From interest bearing loans by State Treasury less				
6 736 444	amounts written off and repayments			7 285 449	
	From interest bearing loans by Commonwealth Government, less repayments —				
567 352	M.V. 'Straitsman'			480 067	
175 380	Precision Tool Annexe Engineering			32 340	
	From non-interest bearing contributions (Commonwealth Government) being value of				
106 166	machine tools and equipment on loan			106 166	
	From Commonwealth Government Section 96 Grants				
—	— 'Nils Holgersson'			958 078	
	From non-interest bearing contributions (State Treasury) —				
—	Whitemark Wharf Reconstruction			400 240	
7 585 342		(2)			9 262 340
	(2) For Working Capital:				
	From interest bearing advances by State Treasury for working expenses, purchase and manufacture				
4 751 389	of stores		6 001 389		
	From non-interest bearing contributions from Consolidated Revenue for losses				
31 660 787	1.7.74 to 30.6.83		37 135 888		
36 412 176				43 137 277	
37 135 888	*Less* Accumulated Loss 1.7.74 to 30.6.83			43 555 054	
723 712*Dr*	Total Net Funds for Working Capital				417 777*Dr*
569 874	**(3) Loan Redemption Reserve Account**				640 290
116 384	**(4) Contribution by Commonwealth Government towards reduction of Loan Liability 30.6.83**	(4)			135 744
	(5) Provisions:				
301 009	Workers' Compensation			329 471	
14 971	Motor Vehicle Insurance Fund			19 833	
110 558	Provision for Annual and Long Service Leave			143 989	
426 538		(5)			493 293
$7 974 426	**Total Net Funds for all purposes**				$10 113 890
	(B) THIS SUM IS REPRESENTED BY —				
	(1) Fixed Assets (at cost, less amounts written off sales and abandoned assets):				
4 203 797	Marine Services, Plant and Equipment		4 364 897		
3 697 898	*Less* Provision for Depreciation		4 249 818		
505 899				115 079	
2 026 876	P.T.A. Engineering		2 026 876		
705 561	*Less* Provision for Depreciation		847 294		
1 321 315				1 179 582	
1 860 090	Lands and Buildings		2 420 091		
586 552	*Less* Provision for Depreciation		673 901		
1 273 538				1 746 190	
560 521	Aerodromes		591 933		
—	*Less* Provision for Depreciation		426		
560 521				591 507	
1 177 807	Computer Equipment		1 301 612		
588 193	*Less* Provision for Depreciation		811 629		
589 614				489 983	
—	'Nils Holgersson'			958 078	
—	Whitemark Wharf Reconstruction			400 240	
4 250 887	**Total Fixed Assets**	(6)			5 480 659

Appendix 1.1 — *continued*

TRANSPORT DEPARTMENT

Balance Sheet as at 30 June 1984

1982–83 $		Note	$	1983–84 $	$
	(2) **Investments:**				
3 530 689	Depreciation Account invested with State Sinking Fund Commissioners	(7)			3 877 468
	(3) **Deferred Assets:**				
305 579	Revenue — Expenditure				376 614
	(4) **Current Assets:**				
	Cash in Transit — P.T.A. Engineering		28 300		
1 031 278	Stock on hand, materials and works in progress		1 783 200		
448 644	Bank		965 265		
14 560	Advances held by Accounting Officers		13 390		
1 850 052	Sundry Debtors		1 627 792		
81 674	Prepayments		82 671		
3 426 208				4 500 618	
	Less Current Liabilities:				
3 538 937	Sundry Creditors, including deposits held			4 121 469	
112 729*Cr*					379 149*Cr*
$7 974 426					$10 113 890

SUBMITTED: Director of Finance APPROVED: Commissioner

The above balance sheet is to be read in conjunction with the notes on financial statements following Appendix 1.10.

Appendix 1.2

TRANSPORT DEPARTMENT

CONSOLIDATED TRADING ACCOUNT

Year Ended 30 June 1984

1982–83		1983–84
$		$
599 515	Balance from Bruny Island Ferry Service Trading Account	472 119
419 032	Balance from Coastal Shipping Service Trading Account	523 351
585 290	Balance from Precision Tool Annexe Engineering Trading Account	835 897
$1 603 837		$1 831 367

Appendix 1.3

TRANSPORT DEPARTMENT

PROFIT AND LOSS ACCOUNT

Year ended 30 June 1984

1982-83 $		$	1983-84 $
	REVENUE —		
130 492	Public Vehicle Fees		135 010
85 000	Contribution from Department of Main Roads towards cost of Inspection and Weighing of Motor Vehicles		91 000
260 000	Contribution from Motor Registry towards Inspection of Motor Vehicles		266 000
	Data Processing —		
155 089	External	221 320	
495 229	Internal	582 000	
			803 320
45 812	Miscellaneous		46 517
1 171 622			1 341 847
	LESS EXPENDITURE —		
1 603 836	Balance from Consolidated Trading Account		1 831 367
	Secretariat —		
383 629	Salaries and Wages and Payroll Tax	442 223	
119 353	Salaries and Wages (Cleaning)	135 323	
116 474	Salaries and Wages (Records)	143 660	
131 288	Salaries and Wages (Legal)	146 207	
10 297	Advertising	7 725	
41 815	Electricity	47 411	
17 593	Insurance	8 909	
29 445	Repairs and Maintenance Buildings	79 639	
25 537	Municipal Charges	27 859	
16 806	Stationery, Printing and Supplies	18 954	
10 650	Rental — Offices and Buildings	16 917	
83 792	Telephone/Telex	91 101	
13 622	Motor Vehicle Costs	12 261	
12 920	Furniture (Repairs and Maintenance, Purchase, etc.)	10 082	
6 538	Office Machines (Repairs and Maintenance, Purchase, etc.)	8 372	
48 649	Other Costs	75 320	
19 037 *Cr*	Recovery — Printing Costs	18 013 *Cr*	
139 535	Superannuation/Pensions and Gratuities	162 478	
30 004	Motor Cycle Training Course	—	
20 983	Ministerial Office Support	22 963	
1 239 893			1 439 391
	Finance Branch (including Internal Audit) —		
407 183	Salaries and Wages and Payroll Tax	431 276	
9 600	Audit Fees	18 400	
130 761	Superannuation, etc.	202 328	
8 831	Other Costs	12 760	
3 652	Printing, Stationery and Supplies	7 106	
—	Bank Debit Tax	4 530	
—	Data Processing	50 000	
560 027			726 400
	Data Processing —		
367 017	Salaries and Wages and Payroll Tax	417 113	
7 484	Superannuation, etc.	8 147	
10 654	Electricity	11 853	
17 248	Stationery	17 495	
6 367	Insurance	7 277	
36 391	Datel Private Lines	40 601	
97 644	Repairs and Maintenance, Prime Equipment	112 390	
17 606	Other Costs (including Purchases/Alterations)	38 863	
—	Software Development	38 967	
$560 411			692 706

Appendix 1.3 — *continued*

TRANSPORT DEPARTMENT

PROFIT AND LOSS ACCOUNT

Year ended 30 June 1984

1982–83 $		1983–84 $	$
	Economic Planning and Research (inc. Library)		
102 025	Salaries and Wages and Payroll Tax	111 412	
3 109	Printing, Stationery and Supplies	5 548	
3 010	Publications — Subscriptions	3 532	
4 997	Data Processing	3 000	
5 562	Other Costs	16 877	
—	Special Studies (Consultants)	4 143	
$118 703			144 512
	Marine Division — Non-operating —		
98 005	Salaries and Wages and Payroll Tax	105 171	
8 112	Travelling Expenses, Fares, etc.	10 312	
801	Other Costs	1 466	
—	Advertising	1 250	
$106 918			118 199
	Study Co-ordination —		
—	Salaries and Wages and Payroll Tax	64 995	
—	Recovery (D.M.R.)	16 629*Cr*	
—	Other Expenses	2 966	
—			51 332
	Public Vehicle Control —		
947 869	Salaries and Wages and Payroll Tax	1 004 151	
66 629	Superannuation	72 630	
21 996	Data Processing	23 000	
27 920	Travelling Expenses, Fares, etc.	25 116	
6 351	Advertising	5 018	
4 188	Electricity	4 605	
7 013	Postage	7 360	
21 563	Printing, Stationery and Supplies	27 490	
10 409	Telephones — Radio Licences	8 964	
54 836	Motor Vehicle Costs	53 718	
10 194	Uniforms	8 551	
20 624	Other Costs	34 965	
2 462	Plates/Labels	12 723	
$1 202 054			1 288 291
	DEPRECIATION —		
	Non-Trading Sections —		
21 261	Buildings	21 572	
166 052	Prime Computer Equipment	187 575	
12 235	Dry Dock	—	
26 687	Provision for Loan Redemption	27 017	
$226 235			236 164
	Interest on Treasury Loans and Advances —		
354 646	Marine Services	387 904	
315 458	P.T.A. Engineering	383 347	
345 897	Non-Trading Sections	395 591	
$1 016 001			1 166 842
	Interest on Depreciation Fund Monies used for Purchase of New Assets, Section 17 (7) of the Transport Act 1981 —		
21 332	Marine Services	36 002	
27 073	P.T.A. Engineering	29 183	
588	Non-Trading Sections	624	
$48 993			65 809
$6 683 071			$7 761 013
5 511 449			6 419 166
36 349*Cr*	Profit on Sale of Assets		—
$5 475 100	Balance transferred to Net Revenue		$6 419 166

Appendix 1.4

TRANSPORT DEPARTMENT

NET REVENUE APPROPRIATION ACCOUNT

Year Ended 30 June 1984

	1983–84 $
Balance brought forward 30 June 1983	5 475 100
Less amount received from Treasurer under Section 19 (2) of the Transport Act 1981	5 475 100
Balance brought down from Profit and Loss Account (Loss for year ended 30 June 1984)	$6 419 166

Appendix 1.5

TRANSPORT DEPARTMENT

DEPRECIATION, OBSOLESCENCE AND REPLACEMENT ACCOUNT

Year Ended 30 June 1984

DEBIT:

	Computer	*General*	*Motor Registry Burnie*	*Motor Registry D'port*	*Motor Vehicle Inspection Stations L'ton*	*Sackville Street*	*Traffic Engineering Workshop Hobart*	*Traffic Engineering Workshop L'ton*	*Marine Division*	*P.T.A. Engineering*	*Total*
	$	$	$	$	$	$	$	$	$	$	$
Amount applied towards renewals 1.7.39 to 30.6.84	—	—	—	—	—	—	—		156478	90620	247098
Year ended 30.6.82	—	—	—	—	—	—	—	—	—	—	—
									156478	90620	247098
Amount applied towards purchase of new assets 1.7.39 to 30.6.83	—	5979	—	—	—	—	—	—	301383	279382	586744
Year ended 30.6.84	64435	—	—	—	—	—	—	—	173100	—	—
	64435	5979							474483	279382	824279
Amount of interest applied towards annual provisions 1.7.39 to 30.6.83	—	—	—	—	—	—	—	—	227505	91206	318711
Interest applied towards annual provisions year ended 30.6.84	—	—	—	—	—	—	—	—	—	—	—
Amount applied in reduction of loan liability 1.7.39 to 30.6.83	34731	169098	7041	10411	8150	386	9900	237	315141	73856	628951
Year ended 30.6.84	11401	10741	984	1783	1413	76	822	230	26857	12184	66491
	46132	179839	8025	12194	9563	462	10722	467	341998	86040	695442
Amount applied in reduction of loan liability and writing off of abandoned assets	18272	—	—	—	—	—	—	—	1634185	109304	1761761
Balance at 30.6.84	747194	500797	26480	43887	13697	1777	79871	1840	3775334	567913	5758790
	$876033	$686615	$34505	$56081	$23260	$2239	$90593	$2307	$6609983	$1224465	$9606081

Appendix 1.5 — *continued*

TRANSPORT DEPARTMENT

DEPRECIATION, OBSOLESCENCE AND REPLACEMENT ACCOUNT

Year Ended 30 June 1984

CREDIT:

	Computer	*General*	*Motor Registry Burnie*	*Motor Registry D'port*	*Motor Vehicle Inspection Stations L'ton*	*Sackville Street*	*Traffic Engineering Workshop Hobart*	*Traffic Engineering Workshop L'ton*	*Marine Division*	*P.T.A. Engineering*	*Total*
	$	$	$	$	$	$	$	$	$	$	$
Special provisions for loan redemption year ended 30.6.83	34 731	169 098	7 041	10 411	8 150	386	9 900	237	315 141	73 856	628 951
Year ended 30.6.84	11 401	10 741	984	1 783	1 413	76	823	230	26 857	12 184	66 492
	46 132	179 839	8 025	12 194	9 563	462	10 723	467	341 998	86 040	695 443
Amounts charged to annual accounts 1.7.39 to 30.6.83	544 475	227 263	16 939	28 241	9 625	1 209	34 043	963	4 465 998	734 348	6 063 104
Year ended 30.6.84	187 575	12 388	2 558	4 216	1 837	243	2 246	695	253 600	107 892	573 250
	732 050	239 651	19 497	32 457	11 462	1 452	36 289	1 658	4 719 598	842 240	6 636 354
Interest credited by State Sinking Fund Commissioners 1.7.39 to 30.6.83	43 718	211 704	4 680	7 617	1 240	186	35 270	86	1 166 346	79 211	1 550 058
Year ended 30.6.84	54 133	47 311	2 303	3 813	995	139	8 311	96	274 148	4 657	395 906
	97 851	259 015	6 983	11 430	2 235	325	43 581	182	1 440 494	83 868	1 945 964
Interest on Depreciation Fund moneys used for purchase of assets 1.7.39 to 30.6.83	—	7 486	—	—	—	—	—	—	71 892	183 133	262 511
Year ended 30.6.84	—	624	—	—	—	—	—	—	36 001	29 184	65 809
		8 110							107 893	212 317	328 320
	$876 033	$686 615	$34 505	$56 081	$23 260	$2 239	$90 593	$2 307	$6 609 983	$1 224 465	$9 606 081

Appendix 1.5 — *continued*

SUMMARY OF DEPRECIATION FUND

	$	$
Depreciation applied to repayment Commonwealth Government Loan —		
'Straitsman'	—	829 206
P.T.A. Engineering	—	310 660
Depreciation applied to purchase of new assets	—	824 279
Depreciation applied to loan redemption	—	61 207
Depreciation invested with State Sinking Fund Commissioners	—	3 877 468
Depreciation for investments with State Sinking Fund Commissioners —		
Provision for 1983–84	573 250	—
Special Provision for loan redemption	71 290	—
	644 540	
Interest 1983–84	65 809	—
	710 349	
Less amounts written off 1983–84	30 102	680 247
		$6 583 067
Total Provisions as per Balance Sheet —		
Marine Division	—	4 249 817
P.T.A. Engineering	—	847 294
Transport Department Building	—	506 351
Traffic Engineering Workshop — Hobart	—	79 870
Traffic Engineering Workshop — Launceston	—	1 840
Motor Registry Burnie	—	26 480
Motor Registry Devonport	—	43 886
Motor Vehicle Inspection Station, Launceston	—	13 697
Sackville Street, Hobart	—	1 777
Computer	—	811 629
General	—	426
		$6 583 067

Appendix 1.6

TRANSPORT DEPARTMENT

SUMMARY OF FINANCIAL RESULTS

Year ended 30 June 1984

	1982–83	*1983–84*		*Increase+ Decrease–*
	$	$		$
Losses on Trading Operations —				
Bruny Island Ferry Service	757 782	621 376	–	136 406
Coastal Service	636 744	798 000	+	161 256
P.T.A. Engineering	927 820	1 248 427	+	320 607
	2 322 346	2 667 803	+	345 457
Expenditure On —				
Secretariat	1 437 967	1 663 564	+	225 597
Marine Policy	119 154	118 199	–	955
Economic Planning and Research	118 703	144 512	+	25 809
Finance	560 027	726 400	+	166 373
Data Processing	187 494	208 143	+	20 649
Co-ordinator	—	51 332	+	51 332
	2 423 345	2 912 150	+	488 805
Public Vehicle Control	981 251	1 065 223	+	83 972
	3 404 596	3 977 373	+	572 777
Less Revenue —				
Public Vehicle Fees	130 492	135 010	+	4 518
Inspection and Weighing Motor Vehicles	85 000	91 000	+	6 000
	215 492	226 010	+	10 518
	5 511 450	6 419 166	+	907 716
Less Capital Profit				
P.T.A. Engineering	3 651 *Dr*	—	+	3 651
Marine	40 000	—	–	40 000
	$5 475 101	$6 419 166	+	$944 065

Appendix 1.7

TRANSPORT DEPARTMENT

GENERAL STATISTICAL SUMMARY

1981–82 to 1983–84

	1981–82	*1982–83*	*1983–84*
	$	$	$
TRANSPORT DEPARTMENT —			
Staff employed as at 30 June	448	441	542
Net Loss	4 289 001	5 475 101	6 419 166
TRANSPORT REGULATION DIVISION —			
Motor vehicles registered (including trailers, tractors and traders)	295 262	300 817	312 958
New motor vehicles registered	16 622	15 478	18 032
Registration and drivers' licence fees	6 034 994	6 339 628	5 868 202
Motor Tax Revenue	18 511 922	17 024 873	17 390 856
Stamp Duty Revenue	7 400 865	9 450 475	11 230 923
Motor Accidents Insurance Premiums	525 660	548 639	564 831
Number plates	155 338	151 106	167 813
Motor drivers' licences	238 865	244 209	250 669
Public vehicles licensed*	14 521	14 220	14 309
Public vehicles fees and charges (less refunds)	278 917	236 899	270 341
Public vehicle plates and labels	7 942	7 661	7 708
MARINE DIVISION —			
Coastal Shipping Service —			
Revenue	4 213 253	4 502 056	4 804 779
Expenditure	3 847 393	4 609 865	5 106 883
Loss/ Profit on operation	365 860 *Cr*	107 809	302 104
Provision for depreciation	292 697	311 223	221 267
Interest	244 798	217 712	274 649
	171 635	636 744	798 000
Less Profit on sale of assets	—	40 000	—
Net Loss	171 635	596 744	798 000
Bruny Ferry —			
Revenue	279 977	212 140	248 306
Expenditure	615 709	655 107	661 186
Loss on operation	335 732	442 967	412 880
Provision for depreciation	84 958	156 548	59 189
Interest	150 934	158 267	149 307
Net loss	571 624	757 782	621 376
P.T.A. ENGINEERING —			
Revenue	2 144 308	2 217 869	1 671 789
Expenditure	2 068 396	2 682 626	2 399 794
Profit/Loss on operation	75 912 *Cr*	464 757	728 005
Provision for depreciation	120 465	120 533	107 893
Interest	258 399	342 530	412 530
	302 952	927 820	1 248 428
Plus Loss on sale of assets	—	3 651	—
Net Loss	302 952	931 471	1 248 428

* Excludes trailers

Appendix 1.8

TRANSPORT DEPARTMENT

Employee numbers 1981–82 to 1983–84

	As at 30 June		
	1982	*1983*	*1984*
Transport Regulation Division	157	152	156
Traffic Engineering Division	58	53	62
Secretariat Division	44	46	47
Finance Division	43	43	43
Marine Division	51	52	52
P.T.A. Engineering	86	86	84
Economic Planning & Research Division	6	6	6
Urban Transport co-ordination Division*	3	3	3
Road Safety Division†	—	—	89
	448	441	542

* Incorporated into the Transport Regulation Division as from 1 May 1984.
† Transferred from Police Department on 1 July 1983.

Appendix 1.9

TRANSPORT DEPARTMENT

CAPITAL EXPENDITURE

Year ended 30 June 1984

	1982–83	*1983–84*
	$	$
Capital Expenditure	310 511	920 755
Financed from —		
Loan moneys provided by Parliament	141 701	683 220
Depreciation Fund	168 810	237 535
	$310 511	$920 755
Principal Items of Capital Expenditure —		
Marine Division —		
Purchase of plant and equipment	164 850	—
Purchase of fork lift truck	—	173 100
Traffic Engineering Division —		
Alterations — Launceston Workshop	15 152	—
Precision Tool Annexe Engineering —		
Purchase of plant and equipment	3 960	—
Aerodromes —		
Construction	5 194	20 062
General —		
Computer equipment	131 355	154 373
Whitemark Wharf	—	400 240
Launceston Vehicle Inspection Station	—	310 000
Hobart Vehicle Inspection Station	—	250 000
Loan to Transport Department for the purpose of Section 13 of the Transport Act 1981	1 300 000	1 250 000

Appendix 1.10

TRANSPORT DEPARTMENT

TRANSPORT RESEARCH AND FACILITIES TRUST FUND

For the Period 1 July 1983 to 30 June 1984

1982–83	*Expenditure*			*1982–83*	*Receipts*	
$		$	$	$		$
2 264	Balance brought forward		20 439			
	Traffic Control Signals —					
68 364	New Installations	88 372		990 895	Amount received from Under Treasurer to 30 June 1984	1 350 053
43 163	Modifications	854		20 439	Balance at 30 June 1984	—
68 360	Co-ordination — Hobart	35 056				
—	Co-ordination — Launceston	679				
5 000	Central Area Study — Launceston	—				
40 019	Road Safety — Accident Counter Measures	1 000				
501 550	Traffic Signals — Maintenance	630 613				
—	Road Markings and Pedestrian Crossings	163 367				
—	Road Signs and Other Facilities	59 837				
30 501	Manufacture for Stock	(21 512)				
756 957			958 266			
	Special Studies —					
898	Transport of Logs	(5 764)				
1 816	Government Transport Fleet Study	—				
14 192	Bass Strait Shipping Costs	627				
262	Independent Air Fares Committee	340				
748	East Tamar Highway	411				
42 669	Empress of Australia Replacement	48 310				
23 611	Naracoopa Jetty Study	—				
17 879	Alternate Bass Strait Shipping	—				
1 042	Transport of the Disabled	528				
243	Hobart Airport Upgrading	13 539				
3 174	Flinders Island Study	5 602				
1 652	Private Bus Operators Study	2 137				
20 310	Monitor Effect APPM Dispute	615				
461	Air Freight Interstate	2 679				
138	Local Ownership Airports (Hobart and Launceston)	—				
576	Rail, Road Issues	1 120				
148	Que River/Mt Black Study	—				
3 192	Petrol Pricing Study	—				
3 859	Tasmanian Freight Equalisation Scheme	18 840				
1 653	Air Freight Study	—				

Appendix 1.10 — *continued*

TRANSPORT DEPARTMENT

TRANSPORT RESEARCH AND FACILITIES TRUST FUND

For the Period 1 July 1983 to 30 June 1984

1982–83	*Expenditure*		*1982–83*	*Receipts*	
$		$	$	$	$
865	Road Charging Mechanisms	399			
2 138	National Transport Study	1 214			
—	Vision Acuity Study	212			
—	Drugs and Driving Study	3 469			
—	Interstate Commission — Access	28 452			
—	Launceston Airport Upgrading	1 412			
—	Overseas Shipping Study	2 165			
—	Wynyard Airport Upgrading	9 370			
—	Kingston/Blackmans Bay Study	6 671			
—	King Island Transport Study	2 079			
—	Selfs' Point Feasibility Study	2 237			
—	Hobart/Auckland Air Study	169			
—	Joint Venture — Brambles	52 939			
—	Joint Venture — A.N.R.	22 955			
—	Traffic Code Study	3 177			
—	Bruny Ferry Fares Study	2 302			
—	N.A.S.A.J. Study	3 643			
—	Air Transport Overseas Study	716			
—	Miscellaneous	786			
141 526			233 351		
14 500	Grant to the University of Tasmania		—		
—	Road Safety — Advertising		60 000		
40 000	Metropolitan Transport Trust		45 000		
42 408	Study Co-ordination		—		
2 642	N.W. Region Road Links Study		—		
7 228	Kingston/Blackmans Bay Study		—		
—	Data Processing Costs		7 000		
3 809	Payroll Tax		2 266		
—	Balance at 30 June		23 731		
$1 011 334			$1 350 053	$1 011 334	$1 350 053

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

The financial statements have been reported in amounts rounded to the nearest dollar. Comparative figures for the previous financial year are shown in each statement.

1. ACCOUNTING POLICIES

The following policies have been adopted in the preparation of the statements:—

(a) HISTORICAL COST

Financial statements have been prepared on the basis of historical cost, and in accordance with Accounting Standards relative to the Department's operations.

(b) ACCOUNTING BASIS

Financial statements are prepared on an accrual basis. End of year accruals are taken to account for wages and salaries due to be paid between the close of the payroll period and 30 June. Formal creditors accounts are not maintained but an amount estimated as owing to creditors at 30 June is brought to account.

(c) DEPRECIATION

Fixed assets are valued at cost and with the exception of land, are depreciated on the straight line method using rates designed to write the assets off over the expected economic life of the asset.

(d) INSURANCE

All assets have been insured with the Tasmanian Government Insurance Office.

2. LOANS

Loans are provided by the State Government, and specific Loans for the Coastal Shipping Service and the P.T.A. Engineering have been provided by the Commonwealth Government. Interest on Commonwealth Government loans is payable at the long term bond rate at the time the loan is paid. Principal is repayable by equal half yearly instalments over the life of the loan. An additional $110 700 was repaid to the Commonwealth Government on account of the P.T.A. Engineering loan in 1983–84.

At 30 June 1984, the amounts shown in Commission and Treasury accounts varied by $30 102 representing the loan commitment of assets retired by the Commission in 1983–84 and repaid to Treasury in 1984–85.

Non-interest bearing contributions by the Commonwealth Government refer to the value of machine tools and equipment on loan from the Commonwealth Government and held in perpetuity.

3. WORKING CAPITAL

Annual losses of the Commission are reimbursed from Consolidated Revenue and are non-interest bearing as provided under Section 19 (2) of the Transport Act 1981.

The trading divisions of the Commission incurred an increased working loss of $.345 m which, together with increased costs of administration, public vehicle control and interest and depreciation charges, made it necessary to apply to the Treasurer for an advance as provided under Section 13 (1) of the Transport Act 1981.

An interest bearing advance of $1.25 m was provided by the Treasurer to fund these additional costs in 1983–84.

The amount of working capital advanced to P.T.A. Engineering at 30 June 1984 amounted to $2 495 896 which is basically represented by the current assets for P.T.A. Engineering as shown in the balance sheet.

4. COMMONWEALTH GOVERNMENT SINKING FUND CONTRIBUTION

This item is at variance with Treasury records of the same item due to the Commission's practice of accounting for reductions in the fund of contributions made over the years to identifiable assets (generally Marine) which those assets are sold or retired. These contributions are included when calculating profit or loss on assets sold and since 1977 have accumulated to the variant figure at 30 June 1984, of $11 810.

5. PROVISIONS

The following provisions have been made in the financial statements:—

WORKERS' COMPENSATION

The provision for workers' compensation relates to the Marine Division only and the respective balances at 30 June 1984, being:—

	$
Coastal Shipping Service	225 842
Bruny Island Ferry Service	103 629
	$329 471

It is considered that these provisions are sufficient at this time.

MOTOR VEHICLES

This provision has been created to cover cost of repairs to Departmental vehicles, and/or third party property involved in accidents. The provision at 30 June 1984 amounted to $19 833. It is considered this balance is adequate.

ANNUAL AND LONG SERVICE LEAVE

This provision relates to accrued annual and long service leave at 30 June and is in respect of the P.T.A. Engineering only. Because of financing constraints, the liability relating to other divisions is shown as a Contingent Liability. The provision has been calculated on employees salary and wages rates at 30 June 1984, and at that date amounted to $143 989.

In accordance with the State Employees (Long Service Leave) Act 1950 the long service leave liability includes all employees with ten or more years of service.

6. FIXED ASSETS

Fixed assets are shown in the financial statements at the cost of acquisition. The contractual arrangement for the purchase of the 'Nils Holgersson' provided for payment of a 5% deposit which amounted to $958 073, the balance of purchase price $18 192 488 to be paid in September 1984. These funds have been provided by the Commonwealth Government. Progress payments amounting to $400 240 have been made on account of the Whitemark Wharf Reconstruction expected to cost in total $840 000.

7. INVESTMENTS

STATE SINKING FUND

Under Section 17 of the Transport Act, 1981, the Department must make provision for the depreciation of obsolescence of any plant, machinery or other assets of a wasting nature, and to invest such moneys with the State Sinking Fund Commissioners. Interest earned on investments is credited to the Fund and amounts may be withdrawn for either new capital purchases, or renewals, and contributions to the National Debt Commission.

8. DEFERRED ASSETS

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

9. SOURCE OF FUNDS

	$	$
Funds from State Treasury —		
Loss 1982–83	5 475 101	
Loans (Net)	3 157 323	8 632 424
Funds from Commonwealth Government — Reduce Loan Liability		19 360
Funds from Sinking Fund		70 416
Increase in Provisions		66 755
Decrease in Current Assets —		
Debtors		222 260
Advance		1 170
Increase in Current Liabilities —		
Sundry Creditors		582 532
		$9 594 917
Application of Funds —		
Loss 1983–84		6 419 166
Repay Commonwealth Government Loans —		
P.T.A. Engineering		143 040
'Straitsman'		87 285
Increase in Investments — Sinking Fund		346 779
Increase in Fixed Assets (Net)		1 229 772
Increase in Current Assets —		
Stock on Hand, Work in Progress	751 922	
Prepayments	997	
Bank	516 621	
Cash in Transit	28 300	
	1 297 840	
Increase in Deferred Assets	71 035	
		1 368 875
		$9 594 917

Appendix 2.1

TRAFFIC ACCOUNT

Year ended 30 June 1984

1982–83 $	*Payments*		1983–84 $	1982–83 $	*Receipts*		1983–84 $
3 641	Balance brought forward		28 771		Amounts received from Under Treasurer for year ended 30 June 1984, as under —		
	Motor Registration Division —						
2 728 759	Administration charges	3 077 098		2 592 000	Motor Registration Division	2 910 500	
124 180	Number plates	130 683		930 000	Traffic Engineering Division	942000	
260000	Vehicle inspection	266000					
							3 852 500
3 112 939			3 473 781	—	Fees — Motor Cycle Driving Course		39 140
	Traffic Engineering Division —			498 604	Contribution — Motor Accidents Insurance Board		547 499
692 349	Administration	843 602					
188 197	Provision and Maintenance of traffic facilities	10 222		28 771	Balance to next account		1 937
4 970	Pedestrian facilities, lighting, etc.	—					
46 489	Provision and maintenance of traffic control lights	84 700					
			938 524				
$4049 375			$4441 076	$4 049 375			$4 441 076

Appendix 2.2

MOTOR REGISTRATION SECTION

Motor Taxation Revenue Account year ended 30 June 1984

1982–83	*Payments*		1983–84	1982–83	*Receipts*	1983–84
$			$	$		$
24 236 940	Amount payable to the Under Treasurer year ended 30 June 1984		25 083 834	5 451 696	Fees and charges for motor vehicles — registrations and drivers' licences	5 886 767
277 986	Refunds of motor tax and fees	241 385		151 106	Number plates	167 813
1 552	Refunds of fire levy	1 536		86 890	Miscellaneous fees and charges	86 596
			242 921	17 278 462	Motor Tax	17 608 672
				124 446	Public vehicle fees	113 990
				1 423 878	Fire levy	1 462 917
$24 516 478			$25 326 755	$24 516 478		$25 326 755

Appendix 2.3

MOTOR REGISTRATION SECTION

Stamp Duty Collection Account year ended 30 June 1984

1982–83	*Payments*	1983–84	1982–83	*Receipts*	1983–84
$		$	$		$
9 964 952	Amount payable to the Under Treasurer	11 761 702		Stamp Duty Collected —	
34 162	Refunds of stamp duty	34 052	9 450 475	New motor vehicles and transfer of motor vehicles	11 230 923
			548 639	Motor Accidents Insurance Premiums	564 831
$9999 114		$11 795 754	$9 999 114		$11 795 754

Appendix 2.4

TRANSPORT REGULATION DIVISION

VEHICLE INSPECTION STATISTICS

July 1983 to June 1984

Type of Vehicle —	
Car	23 708
Light Commercial	8 696
Prime Mover	19 285
Heavy Rigid	16 375
Light Trailer	5 242
Heavy Trailer	19 960
Bus	3 549
Motor Cycle	1 925
	102000
Action Taken —	
No action taken	31 637
Defect Notice	4 164
Discontinuance Notice	927
Traffic Infringement Notice	1 682
Traffic Report	3 393
Vehicle Rejected	5 448
Driver's Licence Protection	78
Verbal Warning	2 151
Defect Notice Cleared	2 151
Discontinuance Notice Cleared	268
	102000
Type of Inspection —	
Six-monthly Ambulance	63
Six-monthly Bus (initial inspection)	1 826
Six-monthly Bus (re-inspection)	722
Six-monthly Taxi (mechanical)	401
Six-monthly Taxi (re-inspection)	253
Roadside Mechanical Check	41 062
Pre-registration Check	18 390
Pre-public Vehicle Licensing	1 600
Used Car Yard	2 083
Public Vehicle Check (roadside)	15 206
Weighing	12 501
Interstate	2340
Accident	329
Meter Test (including re-test)	1 062
Dangerous Goods Vehicle	329
Hire and Drive	105
Defect Order Clearance	2 649
Discontinuance Order Clearance	372
	102000

These statistics are estimates based on statistics for the eight months from July 1983 to February 1984 inclusive; the figures shown have been calculated by extrapolation with appropriate seasonal adjustments.

Appendix 2.5

TRANSPORT REGULATION DIVISION

ANALYSIS OF VEHICLE DEFECTS FOUND DURING ROADSIDE MECHANICAL CHECKS AND CHECKS OF USED CAR YARDS

July 1983 to June 1984

Defect	*Defect Notice*	*Discontinuance Notice*	*Verbal Warning*	*Traffic Infringement Notice*	*Traffic Report*	*Percentage*
Headlamps	255	49	40	—	—	3.0
Signal lamps	462	66	67	76	34	6.2
Registration/licence	102	5	208	15	9	3.0
Tyres	970	334	234	375	27	17.0
Wheels	78	30	9	2	2	1.0
Steering	601	228	38	2	2	8.0
Suspension	390	127	10	—	4	5.0
Noise	370	54	31	55	6	4.0
Smoke	55	24	5	10	—	0.8
Oil leaks	474	81	31	5	2	5.0
Bodywork	289	70	2	—	2	3.0
Foot brake	195	135	3	6	5	3.0
Hand brake	352	130	12	123	10	5.5
Horn	330	51	31	23	3	3.8
Wipers	57	4	6	2	—	0.6
Rear lamps	619	108	214	15	10	9.0
Reflector/marker lamps	70	13	3	3	2	0.8
Mudguards	159	13	52	79	8	2.7
Rear-end visibility	49	4	18	—	2	0.6
Cab interior	9	3	—	—	—	0.1
Others	1 227	144	271	291	108	17.9
						100.0

These statistics are estimates based on statistics for the eight months from July 1983 to February 1984 inclusive; the figures shown have been calculated by extrapolation with appropriate seasonal adjustments.

Appendix 2.6

TRANSPORT REGULATION DIVISION

PUBLIC VEHICLE LICENCES AND FEES

1983–84

	Number	*Fees*
		$
Cart (Motor Vehicle) new	308	1 848.00
Cart (Motor Vehicle) renewal	3 552	21 312.00
Cart (Trailers) new	109	—
Cart (Trailers) renewal	1 243	—
Carrier (Motor Vehicle) new	16	96.00
Carrier (Motor Vehicle) renewal	26	156.00
Carrier (Trailers) new	14	—
Carrier (Trailers) renewal	19	—
Ancillary (Motor Vehicle) new	875	2 625.00
Ancillary (Motor Vehicle) renewal	5 275	15 825.00
Ancillary (Trailers) new	64	—
Ancillary (Trailers) renewal	518	—
Cabs (new)	5	17.50
Cabs (renewal)	394	1 305.25
Hire and Drive (new)	1 915	38 300.00
Hire and Drive (renewal)	919	18 380.00
Omnibus (new)	13	174.75
Omnibus (renewal)	205	3 643.50
Hire Car (new)	1	30.00
Hire Car (renewal)	52	1 560.00
Coach (new)	26	312.50
Coach (renewal)	669	9 760.45
Aircraft (new)	7	14.00
Aircraft (renewal)	51	122.00
	16 276	$115 481.95
Transfers (Public Vehicle)	1 629	1 629.00
Transfers (Ancillary)	728	728.00
Duplicates	103	103.00
L.P. Certificates	810	4 050.00
Meter Tests	1 062	5 310.00
	20 608	$127 301.95
Plates		6 263.00
Public Labels		1 445.50
		$135 010.45

Appendix 2.7

TRANSPORT REGULATION DIVISION

OUT-OF-AREA PERMITS AND FEES

1983–84

Product	*Permits Issued*	*Fees*
		$
Coal	4	169.54
Cement and Concrete Products	22	1 807.00
Lime and Limestone Products	60	6 844.47
Superphosphate	504	69 388.88
Timber	313	31 708.88
Logs	32	115.20
Mixed Goods	—	3 925.59
		$113 959.56
Less Refunds		3 520.37
TOTAL REVENUE		$110 439.19

Appendix 2.8

TRANSPORT REGULATION DIVISION

CAB AND HIRE CAR LICENCES ON ISSUE

1980–1984

	Hobart	*Launceston*	*Devonport*	*Burnie*	*Country*	*Total*
1980	260 (i) (ii)	90	22	25	71	468
1981	259 (i)	90	22	25	71	467
1982	251 (i)	90	28	24	71	464
1983	238 (iii)	98	27	24	70	457
1984	220 (iii)	98	29	19	68	434

(i) includes 2 Horse Drawn Cabs
(ii) includes 236 prescribed licences participating in the Taxi Buy-Back Scheme
(iii) includes 1 Horse Drawn Cab

Appendix 2.9

TRANSPORT REGULATION DIVISION

TAXI BUY-BACK SCHEME — CAB AND HIRE CAR TRUST FUND

Income and Expenditure as at 30 June 1984

Expenditure	$	*Income*	$
Buy-Back Licences	98 000.00	Annual Levies	23 600.00
Refunds — Prescribed Fees	942.60	Transfer Fees	9 000.00
Bank Charges	16.60	Loan — Tasmanian Taxi & Hire Car Assn	77 000.00
Balance carried forward	10 694.07	Interest	53.27
	$109 653.27		$109 653.27

Appendix 2.10

TRANSPORT REGULATION DIVISION

MOTOR AND OTHER VEHICLES REGISTERED IN TASMANIA

1979–80 to 1983–84

	Motor Vehicles (a)						*Other Vehicles*	
Year	*Cars (b)*	*Lorries*	*Utilities and Panel Vans*	*Motor Cycles*	*Total*	*Per 1 000 of Population*	*Trailers and Caravans*	*Trade Plates*
1979–80	182 845	13 677	28 894	5 125	231 541	547.5	43 775	527
1980–81	186 868	13 457	30 720	5 383	236 428	553.8	44 599	520
1981–82	190 294	14 055	32 380	5 238	241 967	564.5	45 544	476
1982–83	192 387	14 401	34 191	5 754	246 733	572.2	46 465	450
1983–84	197 276	15 040	36 285	6 133	254 734	*(c)* 586.0	48 076	462

(a) Excludes Commonwealth vehicles.
(b) Includes station sedans, ambulances, buses.
(c) Based on population as at 31 December 1983.

Appendix 2.11

TRANSPORT REGULATION DIVISION

NEW MOTOR VEHICLES REGISTERED IN TASMANIA DURING YEAR

1979–80 to 1983–84

Year ended 30 June	*Cars**	*Lorries Utilities and Panel Vans*	*Motor Cycles*	*Total*
1980	13 362	3 118	1 020	17 500
1981	13 582	3 237	1 198	18 017
1982	12 318	3 194	1 110	16 622
1983	11 406	3 082	990	15 478
1984	13 328	3 677	1 027	18 032

* Includes station sedans, ambulances and 7 buses.

Appendix 3.1

MARINE DIVISION

COASTAL SHIPPING SERVICE

Balance Sheet as at 30 June 1984

	$	1983–84 $	$
(A) NATURE AND SOURCE OF FUNDS —			
(1) For Permanent Capital:			
(a) From interest bearing loans by State Treasury less amounts written off and repayments			1 549 343
(b) From interest bearing loans by Commonwealth Government less repayment — M.V. 'Straitsman'			480 067
(2) For Working Capital:			
From interest bearing advances by State Treasury for working expenses and purchase of stores		785 100	
Less Deficit 1.7.83–30.6.84		798 000	
			12 900 *Dr*
(3) Loan Redemption Reserve Account			182 177
(4) Contribution by Commonwealth Government towards Reduction of Loan Liability			40 247
(5) Provisions:			
Workers' Compensation		225 842	
Motor Vehicle Insurance		958	
			226 800
			$2465 734
(B) THE SUM IS REPRESENTED BY —			
(1) Fixed Assets:			
(a) Marine Vessels		1 965 857	
(b) Buildings, Plants and Equipment		1 509 327	
		3 475 184	
Less Provision for Depreciation		3 639 019	
			163 835 *Cr*
(2) Investments:			
Depreciation account invested with State Sinking Fund Commissioners			2 022 437
(3) Deferred Assets			30 985
(4) Current Assets:			
Advances	2 590		
Sundry Debtors	697 734		
Stock	46 486		
Prepayments	23 836		
		770 646	
Less Current Liabilities —			
Sundry Creditors		194 499	
			576 147
			$2465 734

Appendix 3.2

MARINE DIVISION

TRADING ACCOUNT, COASTAL SHIPPING SERVICE

Year ended 30 June 1984

1982–83 $		$	1983–84 $	$
	Revenue —			
4 483 239	Freight	—	—	4 777 632
18 817	Miscellaneous	—	—	28 519
4 502 056				4 806 151
	Less Expenditure — Superintendence and Shore Expenses —			
236 650	Salaries and wages, payroll tax	251 968		
93 971	Rental wharves and buildings	141 506		
340 509	Other costs	329 479		
671 130			722 953	
	Operating Expenses —			
1 025 174	Salaries and wages, payroll tax	1 147 286		
383 592	Diesoleum	382 402		
1 509 922	Cargo handling	1 703 528		
150 602	Port charges	155 651		
73 498	Insurance	76 606		
487 891	Other costs	592 442		
3 630 679			4 057 915	
	Repairs and Maintenance — Vessel —			
209 143	Annual survey fees and repairs	241 215		
86 362	Other costs	70 105		
295 505			311 320	
12 551	Repairs and maintenance — wharves and buildings		16 047	
4 609 865			5 108 235	
293 894	Provision for depreciation		204 849	
17 329	Provision for loan redemption		16 418	
4 921 088				5 329 502
419 032 *Dr*	Balance transferred to Consolidated Trading Account			523 351 *Dr*

Appendix 3.3

MARINE DIVISION

PROFIT AND LOSS STATEMENT, COASTAL SHIPPING SERVICE

Year ended 30 June 1984

1982–83 $		$	1983–84 $
419 032 *Dr*	Balance from Trading Account brought forward		523 351 *Dr*
40 000	*Less* Profit on sale of assets		—
379 032			523 351
201 611	*Plus* Interest on Treasury loans and advances	244 206	
16 101	Interest on Depreciation Fund monies used for purchase of new assets	30 443	
217 712			274 649
$596 744	Deficit for year transferred to Balance Sheet (Working Capital)		$798 000

Appendix 3.4

MARINE DIVISION

STATEMENT OF TONNAGE AND LIVESTOCK CARRIED

Years ended 30 June 1983 and 1984

	1982–83			*1983–84*		
	*Sheep**	*Cattle†*	*General Cargo*	*Sheep**	*Cattle†*	*General Cargo*
	(No.)	(No.)	(tonnes)	(No.)	(No.)	(tonnes)
Tasmanian Ports/Victoria —						
Ex Melbourne	17	33	23 082	64	161	26 548
Ex Stanley	1 097	6 056	20 968	384	1 525	25 869
	1 114	6 089	44 050	448	1 686	52 417
King Island/Tasmania —						
Ex King Island	1 030	4 187	1 006	2 362	3 260	1 334
Ex Stanley	2 868	1 255	7 062	581	1 077	6 996
	3 898	5 442	8 068	2 943	4 337	8 330
King Island/Victoria —						
Ex King Island	18 425	10 936	9 330	25 428	9 309	9 178
Ex Melbourne	141	22	9 167	16	16	9 449
	18 566	10 958	18 497	25 444	9 325	18 627
	23 578	22 489	70 615	28 835	15 348	79 374

* Includes lambs and goats.
† Includes horses.

STATEMENT OF LIVESTOCK SHIPMENTS

Years ended 30 June 1983 and 1984

	1982–83			*1983–84*		
	Cattle†	*Sheep**	*Pigs*	*Cattle†*	*Sheep**	*Pigs*
From —						
King Island	15 123	19 455	131	12 569	27 790	280
Stanley	7 311	3 965	15	2 602	965	—
Melbourne	55	158	2	177	80	9
TOTAL	22 489	23 578	148	15 348	28 835	289

* Includes lambs and goats.
† Includes horses.

SUMMARY OF GENERAL CARGO SHIPMENTS

Years ended 30 June 1983 and 1984

	1982–83	*1983–84*
	(tonnes)	(tonnes)
From —		
Melbourne	32 249	35 997
King Island	10 336	10 512
Stanley	28 030	32 865
TOTAL	70 615	79 374

Appendix 3.5

MARINE DIVISION

VOYAGE STATISTICS — M.V. 'STRAITSMAN'

Years ended 30 June 1983 and 1984

	1982–83	*1983–84*
Voyages Out of —		
Melbourne	132	129
King Island	87	79
Stanley	106	106
TOTAL	325	314

Appendix 3.6

MARINE DIVISION

BRUNY ISLAND FERRY SERVICE

Balance Sheet as at 30 June 1984

		1983–84	
	$	$	$
(A) NATURE AND SOURCE OF FUNDS —			
(1) **For Permanent Capital:**			
From interest bearing loans by State Treasury less amounts written off and repayments			735 021
(2) **For Working Capital:**			
From interest bearing advances by State Treasury for Working Expenses and purchase of stores		696 940	
Less Deficit 1.7.83–30.6.84		621 376	
			75 564
(3) **Loan Redemption Reserve Account**			34 741
(4) **Contribution by Commonwealth Government towards reduction of Loan Liability**			17 199
(5) **Provisions:**			
Workers' Compensation		103 629	
Motor Vehicle Insurance		671	
			104 300
			$966 825
(B) THIS SUM IS REPRESENTED BY —			
(1) **Fixed Assets:**			
(a) Marine Vessels		614 145	
(b) Berths and Equipment		275 568	
		889 713	
Less Provision for Depreciation		610 801	
			278 912
(2) **Investment:**			
Depreciation account invested with State Sinking Fund Commissioners			596 612
(3) **Deferred Assets**			7 242
(4) **Current Assets:**			
Advances	400		
Sundry Debtors	13 560		
Stock	84 754		
Prepayments	13 908		
		112 622	
Less Current Liabilities —			
Sundry Creditors		28 563	
			84 059
			$966 825

Appendix 3.7

MARINE DIVISION

TRADING ACCOUNT, BRUNY ISLAND FERRY SERVICE

Year ended 30 June 1984

1982–83			1983–84	
$		$	$	$
	Revenue —			
211 528	Fares and freight	—	—	248052
612	Miscellaneous	—	—	254
212 140				248 306
	Less Expenditure —			
	Superintendence and Shore Expenses:			
86 359	Salaries and wages, payroll tax	94 568		
25 884	Other costs	33 226		
112 243			127 794	
	Operating Expenses — Vessels —			
261 267	Salaries and wages, payroll tax	265342		
86253	Diesoleum	64 091		
85 781	Other costs	74 974		
433 301			404407	
	Repairs and Maintenance — Vessels —			
65 913	Annual survey fees and repairs	90082		
42 130	Other costs	37196		
108 043			127 278	
1 520	Repairs and Maintenance — Wharves and Buildings		1 757	
655107			661 236	
145 712	Provision for depreciation		48 750	
10 836	Special Provision for Loan Redemption		10 439	
811 655				720425
$599 515 *Dr*	Balance transferred to Consolidated Trading Account			$472 119 *Dr*

Appendix 3.8

MARINE DIVISION

PROFIT AND LOSS ACCOUNT, BRUNY ISLAND FERRY SERVICE

Year ended 30 June 1984

1982–83			1983–84
		$	$
599 515 *Dr*	Balance from Trading Account brought forward		472 119 *Dr*
	Plus Expenditure —		
153 035	Interest on Treasury loans and advances	143 698	
5 232	Interest on Depreciation Fund monies used for purchase of new assets	5 559	
158 267			149257
$757 782	Deficit for year transferred to Balance Sheet (Working Capital)		$621376

Appendix 3.9

MARINE DIVISION

BRUNY ISLAND FERRY SERVICE — VEHICLE STATISTICS

Year ended 30 June 1984

Type of Vehicle	*1983–84 (12 months)*
Cars and station sedans	8 252
All other Vehicles —	
Under 5 metres in length	44840
5 and less than 6 metres	858
6 and less than 10 metres	1 674
10 and less than 14 metres	326
14 and less than 16 metres	118
Motor cycles	602
Vehicles carried at concession rates* —	
Permanent residents	3 258
Resident pensioners	10 250
Non-resident pensioners	1 486
TOTAL	71 664

* Applies only to cars, station sedans, motor cycles, and utilities, panel vans and campervans under 5 metres in length.

Total number of vehicles carried 1982–83 (12 months) 59 130.

Appendix 4.1

P.T.A. ENGINEERING

Balance Sheet as at 30 June 1984

	1983–84 $	$
(A) NATURE AND SOURCE OF FUNDS —		
(1) For Permanent Capital:		
(a) From interest bearing loans by State Treasury, less amounts written off and repayments		1 184 634
(b) From interest bearing loans by Commonwealth Government		32 340
(c) From non-interest bearing contributions (Commonwealth Government) being value of machine tools and equipment on loan		106 166
(2) For Working Capital —		
From interest bearing advances by State Treasury for working expenses, purchases and manufacture of stores	2 892 829	
Less deficit 1.7.83–30.6.84	1 248 427	1 644 402
(3) Reserves and Provisions —		
Loan Redemption Provision	86 040	
Annual and Long Service Leave	143 989	
Contribution by Commonwealth Government towards reduction of Loan Liability	20 757	
		250 786
		3 218 328
(B) THIS SUM IS REPRESENTED BY —		
(1) Fixed Assets:		
(a) Buildings	811 026	
(b) Plant and Equipment	1 215 850	
	2 026 876	
Less Provision for Depreciation	847 294	
		1 795 582
(2) Investment:		
Depreciation Account invested with State Sinking Fund Commissioners		101 096
(3) Deferred Assets		15 525
(4) Current Assets:		
Advance	120	
Sundry Debtors	586 198	
Stock	1 248 114	
Work in progress	279 245	
Prepayments	12 162	
		2 125 839
Less Current Liabilities —		
Sundry Creditors	25 582	
Bank	178 132	
		203 714
		1 922 125
		$3 218 328

Appendix 4.2

P.T.A. ENGINEERING

TRADING ACCOUNT

Year ended 30 June 1984

1982–83 $		1983–84 $	$
	Revenue —		
2 194 306	Sales		1 671 789
14 920	Miscellaneous		15 798
8 643	Apprenticeship subsidy		10 880
2 217 869			1 698 467
	Less Cost of Manufacture —		
383 806	Direct labour	289 998	
2 484 927	Direct material	511 472	
1 615 120	Indirect costs	2 417 603	
4 483 853		3 219 073	
1 801 227	*Less* Manufactured for stock	804 785	
2 682 626			2 414 288
464 757 *Dr*			715 821 *Dr*
107 901	Provision for depreciation		107 893
12 632	Provision for loan redemption		12 183
$585 290 *Dr*	Balance transferred to Consolidated Trading Account		$835 897 *Dr*

Appendix 4.3

P.T.A. ENGINEERING

PROFIT AND LOSS ACCOUNT

Year ended 30 June 1984

1982–83 $		1983–84 $	$
585 290 *Dr*	Balance from Trading Account brought forward		835 897 *Dr*
(3 650)	*Less* Profit on sale of machines		—
588 940			835 897
	Plus Expenditure —		
315 458	Interest on Treasury loans and advances	383 347	
27 073	Interest on Depreciation Fund monies used for purchase of new assets	29 183	
342 531			412 530
$931 471	Deficit for year transferred to Balance Sheet (Working Capital)		$1 248 427 *Dr*

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Printed on paper produced in Tasmania